

5.0 ENVIRONMENTAL ANALYSIS

5.1 LAND USE

5.1.1 Existing Conditions

Existing and Surrounding Land Uses

The Salk Institute (Institute) is located on an approximately 26.3-acre site in the University City area of the City of San Diego. The site is comprised primarily of relatively level mesa tops with elevations of approximately 360 to 375 feet above mean sea level (amsl). The canyon in the southwestern portion of the site drops to approximately 230 feet amsl. A drainage course is located in the finger canyon along the east side of the southern mesa. Drainage from the site flows to the Pacific Ocean, approximately 1,100 feet to the west. The site is bordered by Torrey Pines Scenic Drive to the north, North Torrey Pines Road to the east, and Salk Institute Road to the south. A private driveway extends on site from the western terminus of Salk Institute Road. Undeveloped land lies immediately to the west of the site.

A portion of the mesa top is occupied by the Institute, which currently contains approximately 290,000 gross square feet (gsf) of building area. Existing one- to four-story structures on site include both permanent and temporary buildings housing laboratory space, research facilities, greenhouses, the south lawn underground facility and various support facilities. At the heart of the campus is a large, hardscaped central courtyard. The area immediately surrounding the structures is landscaped, including large turf areas in the northern and southern portions of the campus. Approximately 600 parking spaces are located in surface lots in the eastern and northwestern portions of the site. City Pump Station No. 28 is located at the southeastern corner of the property.

Most of the southwestern portion of the site and fringes in the northwestern area are currently undeveloped and support primarily native habitat. Habitat types present in these areas include maritime succulent scrub, Diegan coastal sage scrub (including disturbed), southern maritime chaparral, southern mixed chaparral, non-native grassland, southern willow scrub, vernal pools, disturbed habitat, and ornamental vegetation. There are several informal trails located through the undeveloped areas, none of which lead to the beach. Historically, the northwest portion of the site appears to have been disturbed by agriculture, Camp Callan military activities, and surrounding development activities, based upon a review of historic aerial photographs (refer to Section 5.4, *Historical Resources*, of this report for additional discussion). On the southwestern portion of the site, disturbance has occurred during the initial construction effort and occurs today in association with a City stormwater drainage outfall and ongoing construction of City Pump Station No. 45, immediately to the southwest.

Land between the project site and the Pacific Ocean is part of Torrey Pines City Park, a City of San Diego-owned, 144-acre, undeveloped park that includes a 1,000-foot-long stretch of City beach, coastal bluffs, two coastal canyons and a section of the mesa top. Torrey Pines Gliderport (Gliderport), which hosts different forms of motorless flight including hang gliders and paragliders, sailplanes and radio-controlled scale models, is located to the northwest of the project site and is owned by the City of San Diego (City). A Gliderport runway is located to the north of the proposed project site on land owned by University of California, San Diego (UCSD). The Institute currently uses a portion of the UCSD property north of the site and east of the Gliderport for overflow parking.

Farther to the northwest is Torrey Pines State Reserve and Torrey Pines State Beach, and north of the University property is the Torrey Pines Municipal Golf Course. To the east of the site are UCSD's Eleanor Roosevelt College and a large surface parking lot for the UCSD campus. The Estancia La Jolla Hotel and Spa is located to the southeast of the site (on property owned by UCSD), and single-family residential development abuts the remainder of the southern border (refer to Figure 2-3, *Project Site Aerial Photograph*).

History of Project Approvals

In 1961, scientist Jonas Salk and architect Louis Kahn obtained the City's approval of Conditional Use Permit (CUP) No. 3841 for the construction of a medical research laboratory and related improvements on the Institute property.

The first plot plan approved for the Salk Institute project was the 1961 Master Plan, as amended in July 1962. This amended plan was called "Revised Exhibit A" and showed those areas on the campus—identified by a small 'x'—that Kahn had reserved for future development (Figure 5.1-1a, Revised Exhibit A).

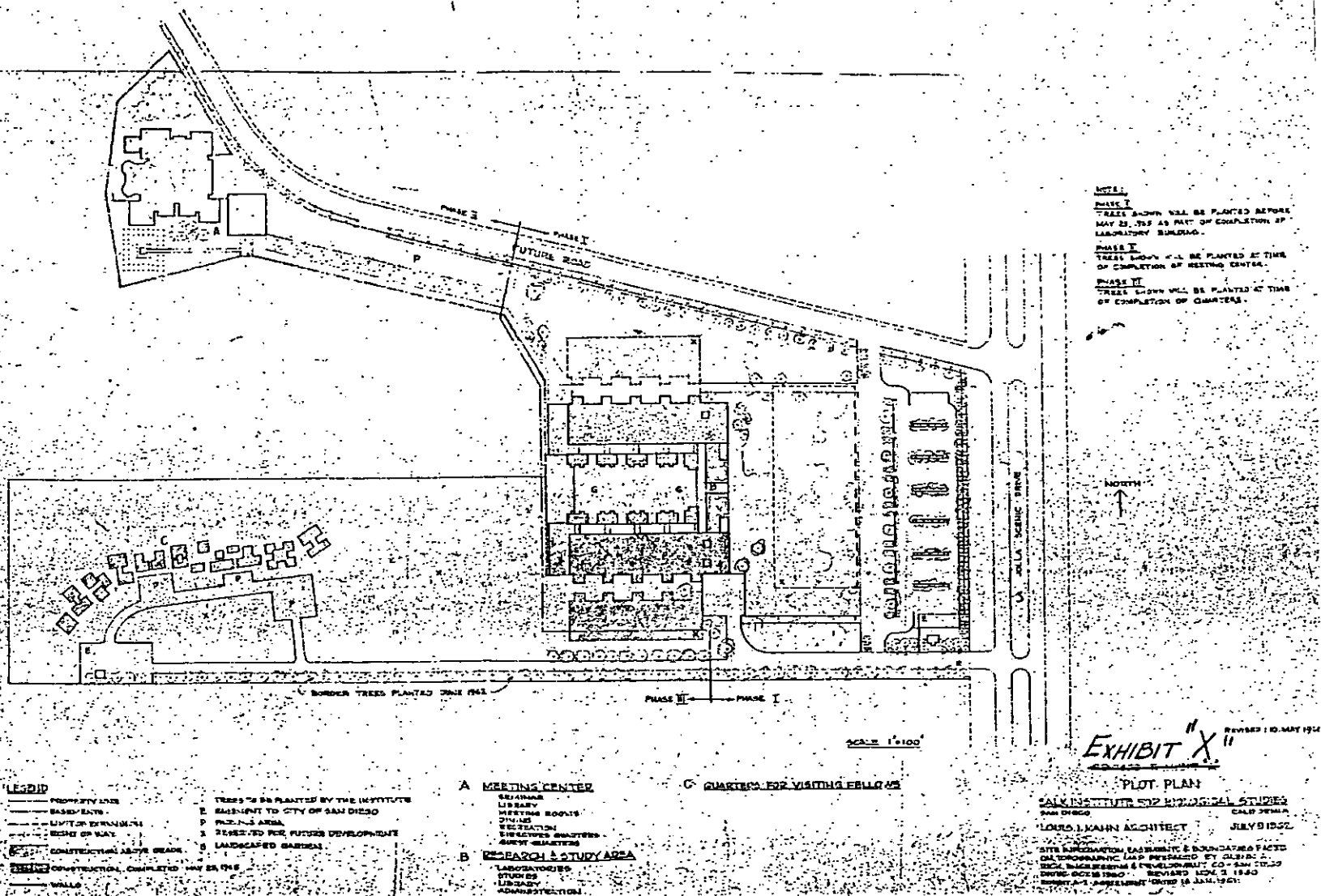
The plot plan approved as part of the original CUP was amended again in 1965 and called for the construction of the following specific elements (Figure 5.1-1b, CUP #38-41 Plot Plan As Amended in 1965):

Phase I

- North and south wings of the original building
- Additional buildings located immediately to the north and south of the original building
- Parking lot immediately west of North Torrey Pines Road

[illegible]

Figure 5.1-1a



CUP #3841 Plot Plan (As Amended in 1965)

SALK INSTITUTE

Figure 5.1-1b

Phase II

- Meeting center, consisting of meeting rooms, library, a dining facility and recreation facilities, as well as Director's and guest quarters (with associated parking and landscaping) in the northwestern portion of the site

Phase III

- Residential quarters for Visiting Fellows (with associated parking) in the southwestern portion of the site

In addition to the specific uses outlined above, most of the remainder of the property was designated as "Reserved for Future Development." Parking was required to be provided on site at a ratio of one space per employee, and building heights were limited to the 393 City datum. The CUP was amended in September 1961 to allow for a time extension for commencement of construction. The CUP was further amended on August 1962 to allow building heights of up to the 420 City datum. Further amendments in October 1962, July 1963 and May 1965 addressed phasing requirements of the project, landscape plan requirements, and identification of future development areas. The mirror-image wings of the original laboratory building were constructed in the central portion of the property in 1965. The six-story buildings (the three lower floors contain laboratories and the three upper stories provide access to utilities) flank a central courtyard.

An additional CUP Amendment was granted in 1985 that effectuated a land exchange of 2.57 acres of Institute-owned land for 2.3 acres of City-owned land on the west side of North Torrey Pines Road, south of Torrey Pines Scenic Drive, described as portion of Pueblo Lots No 1323 and 1324 of the Pueblo Lands of San Diego, to be used for off-street parking. The land exchange eliminated land on the southwestern end of the property, widened the property along the northwest arm and reduced the size of the Institute property to 26.3 acres.

In May 1991, the current Coastal Development Permit (CDP)/Hillside Review Permit (HRP)/CUP No. 901140 was granted as an amendment to the original CUP. This approval allowed construction of the 113,565-square foot (sf) East Building, which was completed in 1995. As part of this approval, the Institute was required to provide an additional 160 parking spaces (for a total of 580, a specified ratio of 1 space per 500 sf of building area). Future construction of a basement expansion area south of the original building and visiting fellows/faculty and future President's residences in the southwestern corner of the site also were noted on the site plan. The CUP also required that a 5-foot-wide sidewalk be provided along North Torrey Pines Road, a dedicated and improved off-site cul-de-sac be provided for the west end of Torrey Pines Scenic Road, a fair-share contribution be made toward the improvement of the intersection of North Torrey Pines Road and Genesee Avenue, existing bus stops on both sides of North Torrey Pines Road adjacent to the property be upgraded, and a complete landscape plan be submitted and approved. Additionally, the CUP required that, prior to the issuance of an occupancy permit for the East Building, Temporary Laboratory Buildings 2

and 3 be demolished. In an April 1995 letter, the Institute requested confirmation from the City that the intent of this CUP condition would be met by demolishing Temporary Building 3 no later than December 15, 1996, and Temporary Building 2 no later than December 15, 2005. Demolition is pending resolution of the current entitlement request.

In May 1998, the City completed a Substantial Conformance Review (SCR), which found the proposed construction of the south lawn underground facility to be consistent with the approved CDP/HRP/CUP. The SCR approval indicated that the square footage of the underground facility did not affect the floor area of the site and that the facility was thus in substantial conformance with the existing permits. This facility was constructed in 2001. An application to expand the north parking lot by 110 spaces was submitted to the City in June 2000 as a proposed amendment to CDP/HRP/CUP No. 90-1140, but was denied on appeal by the Planning Commission in May 2001.

In May 2005, the Institute was granted a SDP/CDP to conduct exploratory geotechnical testing on the site in support of the geology analysis in this report.

Applicable Plans and Policies

The City of San Diego *Progress Guide and General Plan*, as amended (General Plan, 1989a), is the City-wide land use development and planning document that contains guidelines and policies relative to development, open space and infrastructure. An update to the General Plan is in progress and adoption is pending. The Institute site is located within the area of the City addressed by the *University Community Plan* (Community Plan; City of San Diego 1987 [as amended]) and the *North City Local Coastal Program/Land Use Plan* (LCP; City of San Diego, 1981). In addition to the General Plan, Community Plan and LCP, planning guidelines and policies of the City's Land Development Code, as well as the ~~*La Jolla Community Plan and Local Coastal Program Land Use Plan*~~ (2004c), MSCP, Airport Land Use Compatibility Plan (ALUCP) for Naval Air Station (NAS; now MCAS [Marine Corps Air Station]) Miramar (San Diego Association of Governments [SANDAG], amended September 1992), the March 2005-adopted U.S. Marine Corps (USMC) Air Installation Compatible Use Zone (AICUZ) study, and Federal Aviation Administration/Caltrans Division of Aeronautics Regulations pertaining to the Gliderport also are applicable to the proposed project. While ALUCPs for all of the airports in San Diego County have been drafted, it is uncertain when the draft document for MCAS Miramar will be finalized. The applicable goals and objectives associated with these plans/ordinances are described below.

Although the project site is located immediately adjacent to the La Jolla Community, no part of the project site is within the La Jolla Community; instead, the Salk Institute is wholly within the boundaries of the University Community. As such, the applicable policies of the University Community Plan are addressed in this EIR. However, certain policies of the La Jolla Community Plan are noted (although not technically applicable to this project) in the EIR analysis. Therefore, due to the

Institute's close proximity to the La Jolla Community, viewpoints and view corridors in the La Jolla Community Plan were addressed in the analysis.

Progress Guide and General Plan

The City's General Plan contains 14 elements: Housing; Transportation; Commercial; Industrial; Public Facilities, Services and Safety; Open Space; Recreation; Redevelopment; Conservation; Energy Conservation; Cultural Resources Management; Seismic Safety; and Urban Design. In addition to these issue-specific elements, the City recently adopted a Strategic Framework Element. The applicable goals and recommendations within elements pertaining to the Institute are summarized below. Specific policy language from the plan is listed in Table 5.1-1, *Project Consistency with Applicable Planning Policies*, in the impact analysis in this section.

Housing Element

The Housing Element specifies programs that are intended to guide the City's commitment to provide for the housing needs of all economic segments of the community. A relevant goal within the Housing Element pertains to the availability of adequate sites for the development of a variety of housing, including rental housing. The policies of the Housing Element state that "the City shall expand housing opportunities by permitting a residential mix with job-producing land uses" (page 177). Housing development sites are, however, to be prohibited in areas lying within areas subject to noise levels greater than 65 decibels (dB) Community Noise Equivalent Level (CNEL), unless appropriate noise insulation is provided.

Transportation Element

The Transportation Element provides the framework for developing a comprehensive transportation system that includes streets, highways and parking to serve vehicular needs; transit, bicycle and pedestrian facilities; and airports, railroads and maritime facilities. The Transportation Element recommends North Torrey Pines Road for designation as a scenic route. Relevant goals include a coordinated, multi-modal transportation system that operates at acceptable levels of service, a reduction of transportation noise to a level that does not constitute a threat to the public health and welfare, and availability of parking facilities sufficient to minimize, if not eliminate, any measurable contribution to traffic congestion.

According to the Transportation Element's guidelines and standards, the objective of street maintenance and improvements should be to minimize heavy traffic congestion (level of service [LOS] E or below) and to increase overall average vehicle speeds. This element also provides the City's standards for land use compatibility with various transportation noise levels. An exterior noise level of 65 dB CNEL is considered acceptable for all residential uses, while a noise level of up to 70 dB CNEL

is acceptable for office buildings. Public use and military airports (specifically including MCAS Miramar) should be protected from encroachment by incompatible land uses that limit the continued usability of airport facilities or unduly constrain orderly development of air transportation. Specifically, building heights and land use intensities beneath airport approach and departure paths are to be limited to protect public safety. With regard to parking, the element recommends that the City encourage private off-street parking facilities to serve intensively utilized areas.

Industrial Element

The Industrial Element contains recommendations for the location of industrial sites. Although the element focuses primarily on manufacturing uses, a relevant goal is ensuring that industrial land needs, as required for a balanced economy and balanced land use, are consistent with environmental considerations.

Open Space Element

The goal of the Open Space Element is to establish an open space system that provides for the preservation of natural resources, managed production of resources, provision of outdoor recreation, protection of public health and safety, and utilization of the varied terrain and natural drainage systems of the San Diego community to guide the form of urban development. Among other things, it recommends that steep hillsides regulations be applied to all areas of the City that meet the criteria for these regulations.

Conservation Element

The Conservation Element includes a number of goals and recommendations for protection and preservation of the region's natural resources, including land, water, mineral, ecological and air resources. The element calls for the wise management and utilization of the City's remaining land resources, and preservation of its unique landforms and the character they impart to San Diego. Relevant guidelines and standards related to this goal include leaving steep hillsides undeveloped or minimally developed, consistent with their special qualities and limitations; keeping grading to a minimum, including retaining existing trees, ground covers and natural drainage systems as much as possible; and controlling runoff, sedimentation and erosion during and after construction.

Relevant goals related to water resources include decreasing reliance on imported water and achieving and maintaining a high level of water quality in all water bodies under City jurisdiction. With regard to vegetation and wildlife, the goals include acceptance of a land ethic that involves the balanced coexistence of man, vegetation and wildlife, and the protection of all wildlife and vegetation that does not constitute a clear and direct danger to man.

Cultural Resources Management Element

The Cultural Resources Management Element provides criteria for identification of important historic and archaeological resources and guidelines for carrying out historical resources management activities. Relevant goals include preserving San Diego's rich historic and prehistoric tradition, including preserving historic resources in number and type, as to successfully evoke the distinctive character of all significant stages of San Diego's history.

Urban Design Element

The Urban Design Element addresses the integration of new development into the natural landscape and existing community. The element sets forth criteria to be used in evaluating discretionary actions with regard to urban design considerations, including the location, size, design and operating characteristics of the site and the proposed development relative to surrounding areas; scale, bulk, coverage and density; generation of traffic; and the capacity and physical character of the surrounding streets. Other relevant guidelines and standards include maintaining the character of undeveloped valleys; canyons and hillsides; using appropriate plant materials and giving careful consideration to environmental factors in the design of landscaping and open space; and promoting harmony in the visual relationships and transitions between new and older buildings.

Strategic Framework Element

The City Council adopted the Strategic Framework Element on October 22, 2002. The element is the first phase in, and provides the overall structure to guide, a comprehensive update of the General Plan. The strategy is intended to determine where and how much new growth and redevelopment occur; specifically, it seeks to target growth in village areas. Policy recommendations relevant to the proposed project include allowing the natural environment to define the City's shape and form, conserving and restoring natural and imported resources, facilitating development patterns that can be served by adequate infrastructure, and encouraging efficient land use and development.

University Community Plan

The Community Plan was adopted in 1987 and reprinted with amendments in 2000. The Community Plan includes 12 elements that address plan policies specific to development within the Community Plan area. The proposed project site is designated for Industrial use (Figure 5.1-2, *Community Plan-Generalized Land Use Plan*). There are four primary subareas within the plan; the Institute is within Subarea #1, Torrey Pines. The majority of the subarea is in public ownership, including Torrey Pines City Park, Torrey Pines Municipal Golf Course, Torrey Pines State Reserve and UCSD. As shown on Figure 5.1-3, *Torrey Pines Subarea #1 Planned Land Uses*, the site is specifically designated for scientific research use. The Community Plan envisions that the Torrey Pines Subarea

will be the most spacious of the four subareas, with low-scale, contemporary buildings set in a space dominated by the natural landscape. The Community Plan seeks to ensure that plans for future development in the Torrey Pines Subarea protects the natural topography and vegetation, and provides for public access to scenic vistas. Community Plan elements and the goals within each element that apply to the Institute are discussed below. Specific policy language from the plan is listed in Table 5.1-1, *Project Consistency With Applicable Planning Policies*, in the Impacts portion of this section.

Urban Design Element

The Urban Design Element of the Community Plan contains policies to guide the character and scale of development within the community. As noted in the plan, the element "defines the relationship of buildings and spaces and provides direction for public street improvements" (page 29). The element is divided into four parts: community vision, overall urban design goals, linkages and urban design criteria. The overall urban design goals for the Community are as follows:









- Improve accessibility and use relationships within the community by establishing well-defined multi-modal linkage systems
- Establish standards that give physical design direction to private developments and public improvements
- Provide for the needs of pedestrians in all future design and development decisions
- Ensure that San Diego's climate, and the community's unique topography and vegetation influence the planning and design of new projects
- Ensure that every new development contributes to the public realm and street livability by providing visual amenities and a sense of place

Specific policies from the Urban Design Element of the Community Plan that are applicable to the proposed project are listed in Table 5.1-1.

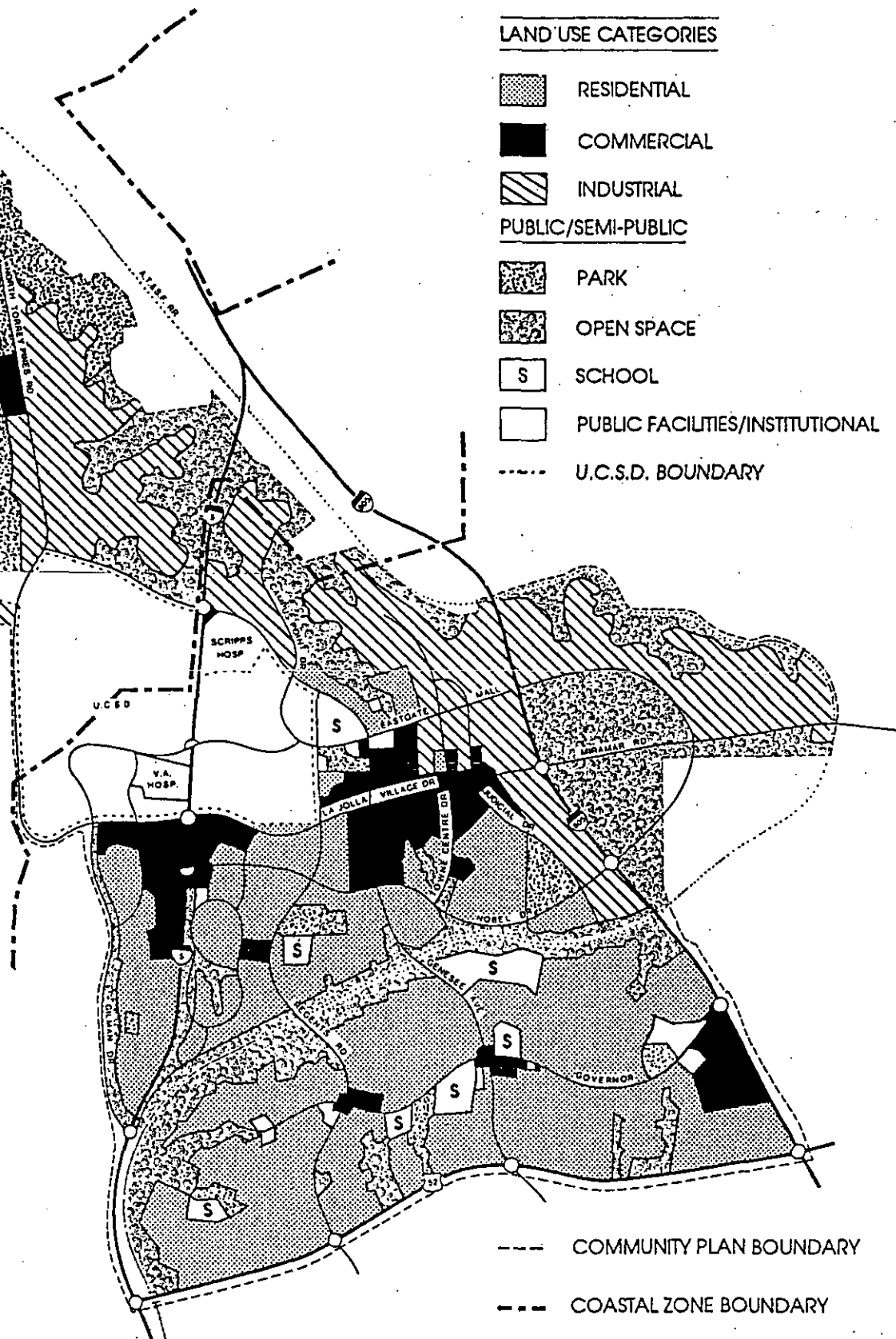
Transportation Element

The Transportation Element addresses future roadway improvements, as well as bicycle, pedestrian and transit circulation throughout the community. The primary goal is to provide a network of transportation systems that are integrated, complementary and compatible with other Citywide and regional goals. The Community Plan identifies Torrey Pines Scenic Drive along the Institute's northern boundary as an urban path that is part of the primary pedestrian network. North Torrey Pines Road along the site's eastern boundary is identified as an existing Class II bike lane (restricted right-of-way located on the paved road surface and identified by special signs, lane striping and other pavement markings).

LAND USE CATEGORIES

-  RESIDENTIAL
 COMMERCIAL
 INDUSTRIAL
PUBLIC/SEMI-PUBLIC
 PARK
 OPEN SPACE
 SCHOOL
 PUBLIC FACILITIES/INSTITUTIONAL
 U.C.S.D. BOUNDARY

PACIFIC OCEAN
PROJECT SITE

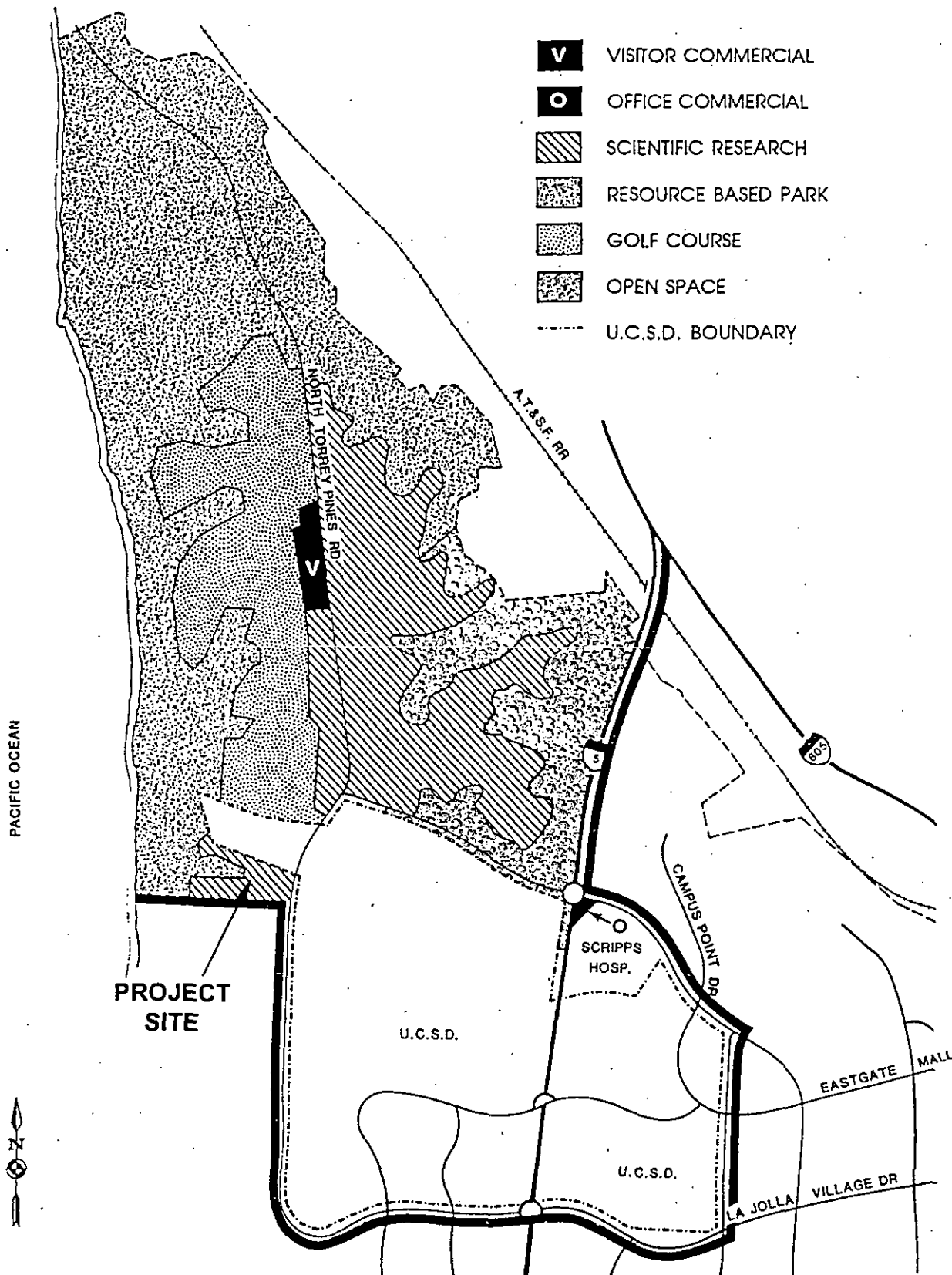


Source: University Community Plan

Community Plan-Generalized Land Use Plan

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Figure 5.1-2



Source: University Community Plan

Torrey Pines Subarea #1 Planned Land Uses

SALK INSTITUTE

Figure 5.1-3

Housing/Residential Element

The Housing/Residential Element is intended to: (1) indicate the appropriate location and density of residential development in the community and (2) address social and economic concerns associated with the design, production and consumption of housing. A relevant goal of this element is to increase the consumer's freedom of choice in terms of tenure and type of housing available.

Development Intensity Element

The Development Intensity Element establishes planning guidelines for the intensity of development based upon traffic projections and the capacity of the Community Plan Circulation Element roadways. The proposed land uses and development intensities are intended to develop an equitable allocation of development intensity among properties and provide a workable circulation system that accommodates anticipated traffic without reducing LOS below "D."

The northern portion of the community, including the Institute, is situated in the Community Plan Implementation Overlay Zone (CPIOZ) "A." The purpose of this overlay zone is to limit uses and development intensity to the levels specified in the Land Use and Development Intensity Table of the Community Plan. Development intensities, measured by square footage or number of dwelling units, were allocated to 101 properties within the community, including the Institute. In the Land Use and Development Intensity Table, the site is listed as consisting of 26.88 gross acres, with a land use and development capacity of 500,000 sf (including existing development) of scientific research use. Development projects within the CPIOZ "A" are subject to ministerial permit review for consistency with the goals and proposals of the Community Plan.

Industrial Element

The Industrial Element includes the following goals of relevance to the proposed project:

- Ensure that industrial land needs as required for a balanced economy and balanced land use are met consistent with environmental considerations
- Encourage the development of industrial land uses that are compatible with adjacent non-industrial uses and match the skills of the local labor force
- Emphasize the city-wide importance of and encourage the location of scientific research uses in the North University area because of its proximity to UCSD

The uses contemplated by the Community Plan within the Scientific Research Zone include research laboratories, supporting facilities, headquarters or administrative offices and personnel accommodations, and related manufacturing activities.

Open Space and Recreation Element

The Open Space and Recreation Element identifies open space areas in the community that should be retained and enhanced, and provides guidelines for their functional integration. A relevant goal of the element is to preserve the natural resources of the community through the appropriate designation and use of open space, including the preservation of major topographic features and biological resources as undeveloped open space. Torrey Pines City Park, to the west of the Institute, is identified as an undeveloped, City-owned park. Existing uses of the park include hang gliding, radio-controlled scale models, and beach-associated recreation. Recommendations for future development of the park are also provided.

Noise Element

The Noise Element of the Community Plan addresses the potential for noise impacts to sensitive receptors as a result of aircraft noise from MCAS Miramar; major transportation routes; and the Archison, Topeka and Santa Fe (AT&SF) Railroad line. The goals of the element are to (1) minimize and avoid adverse noise impacts by planning for the appropriate placement and intensity of land uses relative to noise sources and (2) provide guidelines for mitigation of noise impacts where incompatible land uses are located in a high noise environment. For transient lodging and research and development offices and laboratories, 70 dB is considered conditionally compatible, provided that indoor noise levels are attenuated to 45 dB and 50 dB, respectively, and that an aviation easement for noise is recorded as a condition of project approval.

Safety Element

The Safety Element addresses geologic hazards and public safety associated with MCAS Miramar. The goals of the Element are as follows:

- Protect the public health and safety by guiding future development so that land use is compatible with identified geologic risks, including seismic and landslide hazards
- Ensure that proposed development does not create or increase geologic hazards either on- or off-site
- Promote public safety by taking into account aircraft accident potential in the placement of structures and activities
- Provide for the safe operation of MCAS Miramar through the preservation of appropriate departure corridors

Resource Management Element

The Resource Management Element addresses the preservation and enhancement of natural resources within the community, including topographic features, biological resources, coastal resources, energy and water supplies, cultural resources and air quality. It includes the following relevant goals:

- Preserve the community's natural topography, particularly in the coastal zone and in major canyon systems
- Protect biological resources through the wise management and use of the community's natural open space and parks
- Contribute to the maintenance or improvement of regional water quality by controlling siltation and urban pollutants in runoff
- Encourage the conservation of water in the design and construction of buildings and in landscaping
- Reduce energy consumption by requiring energy efficiency in building design and landscaping and by planning for a self-contained community and energy-efficient transportation
- Provide for the identification and recovery of significant paleontological resources
- Ensure the effective preservation and management of significant archaeological and historic resources

North City Local Coastal Program/Land Use Plan

The *North City Local Coastal Program/Land Use Plan* (LCP) was approved by the City Council and transmitted to the California Coastal Commission in 1981. The LCP is designed to address the goals, policies and requirements of the California Coastal Act (CCA) of 1976, in relation to the needs and desires of the North City area. The LCP is subdivided to address four communities, with the Institute being in the University/La Jolla community. Issues identified as relevant to the University-La Jolla community include the following:

- Provide public access to Torrey Pines City Beach without adversely impacting the bluffs and environmentally sensitive upland areas
- Resolve conflicting uses at Torrey Pines City Park. Priority should be given to uses which are demonstrably coastal-dependent
- Recognize the fragility of Torrey Pines State Reserve and adjacent canyons (i.e., Indian, Box, Blacks and Sumner)
- Protect archaeological coastal resources on the hillside above Sorrento Valley and La Jolla against degradation through appropriate siting and design of new development in the Torrey Pines Research Park and the La Jolla Bluffs area

The LCP identifies the land use on the project site as Industrial. Specific policy language from the plan applicable to the proposed project is listed in Table 5.1-1, in the Impacts portion of this section. In particular, the LCP contains policies to protect public access to the ocean and shoreline, retain views to the ocean and scenic coastal areas, prevent impacts to archaeological, paleontological and coastal resources, protect the scenic qualities of North Torrey Pines Road and protect natural landforms.

La Jolla Community Plan and Local Coastal Program Land Use Plan

While the project site is within the area addressed by the *University Community Plan* and *North City Local Coastal Program Land Use Plan*, the lands immediately to the south are subject to the *La Jolla Community Plan and Local Coastal Program Land Use Plan*. The most recent amendments to this plan were adopted by the City Council November 4, 2003, and certified by the California Coastal Commission February 19, 2004.

Because the project site is not within the area addressed by the *La Jolla Community Plan*, most of its land use policies do not apply. An applicable community goal, however, is the maintenance of identified public views to and from the natural amenities of La Jolla, such as its open space, steep hillsides, canyons, bluffs, parks, beaches, tidepools and coastal waters, to achieve a beneficial relationship between the natural/unimproved and developed areas of the community. Figure 9 of the plan identifies a public viewshed extending westerly from a point approximately 125 feet southwest of the Institute's southwest boundary (Figure 5.2-21, *Public Vantage Points South of Project Site*). This viewshed looks toward the ocean, and no part of the project site is encompassed by the viewshed. Additionally, the northern portion of Black Gold Road, south of the project site, and Crown Crest Lane are identified as scenic overlooks, where a view over private properties is available from a public right-of-way. La Jolla Farms Road, extending south from Black Gold Road is identified as a scenic roadway, where partially obstructed views are available over private property and down public rights-of-way (refer to Section 5.2, *Visual Quality/Neighborhood Character*, for additional discussion).

Multiple Species Conservation Program

The Multiple Species Conservation Program (MSCP) is a comprehensive habitat conservation planning program for southwestern San Diego County. A goal of the MSCP is to preserve a network of habitat and open space, protecting biodiversity. Local jurisdictions, including the City, implement their portions of the MSCP through subarea plans, which describe specific implementing mechanisms.

The City of San Diego's MSCP Subarea Plan was approved in March 1997. The MSCP Subarea Plan encompasses a plan and process for the issuance of permits under the federal Endangered Species Act, California Endangered Species Act, and the California Natural Communities Conservation Planning Act of 1991. The Implementing Agreement signed by the City, the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG) in July 1997 allows the

City to issue Incidental Take Authorizations under the provisions of the MSCP. Applicable state and federal permits are still required for wetlands and listed species that are not covered by the MSCP. The City has adopted Biology Guidelines that, together with the Environmentally Sensitive Lands (ESL) Regulations and MSCP Subarea Plan, are used to evaluate project impacts and required mitigation. The Biology Guidelines provide for variable mitigation ratios for project impacts for different habitats and the location of the impacted area and proposed mitigation lands relative the Multiple Habitat Planning Area (MHPA) (refer to Section 5.3, *Biological Resources*, for additional discussion).

The MSCP identifies a 56,831-acre MHPA in the City for preservation of core biological resource areas and corridors targeted for preservation. The MHPA is the area within which the permanent MSCP preserve would be assembled and managed for its biological resources. The MHPA is defined in many areas by mapped boundaries, and also is defined by quantitative targets for conservation of vegetation communities, as well as goals and criteria for preserve design. Approximately 0.32 acre of the site is currently within the MHPA (refer to Figure 5.3-3, *MHPA Boundary Adjustment*). Adjustments to the MHPA boundary may be made without amending the Subarea Plan or the MSCP Plan in cases where the new MHPA boundary preserves an area of equivalent or greater biological value. The City makes the final determination regarding the biological value of a proposed boundary change in accordance with the MSCP Plan, with concurrence from USFWS and CDFG. This process, which is part of the proposed project, is described in additional detail in Section 5.3, *Biological Resources*. The project also is subject to the MSCP Land Use Adjacency Guidelines and MSCP mitigation requirements, which may include off-site acquisition, on-site preservation, habitat restoration and/or monetary compensation. The proposed project would not require Take Authorization under the MSCP for listed vernal pool species since none exist on site (see Section 5.3 for additional discussion on the topic).

UCSD 2004 Long Range Development Plan

~~Although not applicable to off-campus property, the University of California, San Diego 2004 Long Range Development Plan (LRDP) provides a general land use plan to guide the physical development of the UCSD campus through the 2020-21 academic year (Figure 5.1-4, *UCSD Long Range Development Plan Land Use Plan*). As previously noted, UCSD property includes the lands abutting the project site to the north, east and southeast. The property to the north of the site, a portion of which currently has a runway associated with the Gliderport, is designated for Sports and Recreation (northwest portion) and Academic (south and east portion) uses. The property immediately to the east of the site is designated for Housing, consistent with its existing use. The property to the south (Estancia La Jolla Hotel and Spa) is identified as "Blackhorse Properties" and is not within the LRDP land use plan area. Although lands abutting the project site to the north, east and southeast are owned and operated by University of California, San Diego (UCSD), it is important to note that the project site and proposed Master Plan update are not subject to the policies and recommendations of the~~

University of California, San Diego 2004 Long Range Development Plan (LRDP). The LRDP is mentioned herein because of the proximity of the project site to UCSD property.

Airport Land Use Compatibility Plan for MCAS Miramar

The Institute is located approximately 5 miles west of the western boundary of MCAS Miramar, transfer of which to the U.S. Marine Corps from the U.S. Navy (i.e., base realignment) was completed in 1998. The Institute falls within the Airport Influence Area (AIA) for the base identified in the draft 2005 Airport Land Use Compatibility Plan (ALUCP), and is thus affected by routine over-flights of military aircraft conducting flight training operations and/or transiting to and from MCAS Miramar. The ALUCP is an advisory document that is designed to provide the City with criteria for addressing growth in areas surrounding the airport, including the AIA. . The ALUCP for MCAS Miramar was drafted in March 2005 by the San Diego County Regional Airport Authority (SDCRAA; now acting as the ALUC) and, although it is not known when the draft ALUCP will be finalized (i.e., adopted), it currently used as a guiding document by the City and is part of the overall San Diego County ALUCP. The draft ALUCP is based on the Air Installation Compatible Use Zone (AICUZ) update produced by the U.S. Navy in 2004 and adopted by the federal government in 2005.

The ALUCP was prepared to "protect (Naval Air Station) Miramar from incompatible land uses, and provide for the orderly growth of the area surrounding the air station; to safeguard the general welfare of the inhabitants within the vicinity of the air station and the public in general by protecting them from the adverse effects of aircraft noise and accident potential; and to ensure that no obstructions or other hazards affect navigable airspace" (SDCRAA 2004, as amended). The ALUCP addresses land use compatibility by defining the AIA, noise contours from aircraft operations and the associated land use compatibility matrix, accident potential zones (APZs), height restrictions for surrounding uses and obstruction determinations. The MCAS Miramar AIA extends well beyond the limits of the military air station and as far west and northwest as the Pacific Ocean.

The Airport Noise/Land Use Compatibility Matrix indicates conditional compatibility at 60 to 70 dB CNEL for research and development offices and laboratories, and 60 to 65 dB for residential uses and preschools. To be considered compatible, the outdoor CNEL would need to be attenuated to achieve an indoor noise level of 50 dB for research and development office and laboratory uses, and 45 dB for residential uses and preschools. Since the realignment of the air station for Marine Corps use, the U.S. Navy has updated the AICUZ study for the airfield. Based on the revised noise contours for MCAS Miramar depicted in the AICUZ study, the project site is located outside of the 60 dB CNEL contour (U.S. Navy 2004).

The ALUCP incorporates the two APZs from the 1992 MCAS Miramar AICUZ study for the air installation: APZ-1 and APZ-2. It establishes land use restrictions for proposed development within each zone to minimize the number of people exposed to aircraft crash hazards. The primary objective

of the APZs is the achievement of a reasonably attainable degree of safety. The APZs identify the types of land uses and persons per acre (i.e., population density) for conditionally compatible uses within the two zones. While the project site is located within the MCAS Miramar AIA, it is located outside of both APZs depicted in the MCAS Miramar AICUZ study.

Torrey Pines Gliderport Regulations

The Gliderport is located approximately 450 feet northwest of the project site on property owned by the City. A runway associated with the Gliderport is located to the north of the project site on land owned by UCSD. While a CLUP has not been prepared for these facilities, they are subject to Federal Aviation Administration (FAA) and Caltrans Division of Aeronautics regulations, including land use compatibility requirements. The FAA has an Airport Master Record on file for the Gliderport.

Part 77, Objects Affecting Navigable Airspace, of the Federal Aviation Regulations establishes the standards for determining navigable airspace and sets forth the requirements for notice to the FAA of certain proposed construction projects. The Caltrans Division of Aeronautics is responsible for reviewing projects in accordance with the FAA regulations. ~~Because the Gliderport is only used for motorless flight (i.e., hang gliding, paragliding, radio-controlled scale models), there are no defined approach or departure surfaces that would be subject to height limitations for safety. Thus, the proposed projects would not be required to provide notification to the FAA because it would not involve construction of a structure more than 200 feet in height above ground level if they have the potential to enter navigable airspace.~~

San Diego Municipal Code

Zoning

Base Zone. The project site is currently zoned for single-unit residential use (RS-1-7), in accordance with Section 131.0403 of the San Diego Municipal Code (SDMC). The purpose of RS zones is to provide appropriate regulations for the development of single dwelling units that accommodate a variety of lot sizes and residential dwelling types and that promote neighborhood quality, character and livability. They are intended to allow reasonable use of property while minimizing adverse impacts to adjacent properties. The SDMC contains specific development regulations for the RS-1-7 zone, including specific setback and maximum structure height requirements. Although the Institute is a scientific research use within the residential zone, it has an existing CDP/HRP/CUP to allow the scientific research uses within the RS-1-7 zone. The PDP regulations described later in this section allow for uses that may be inconsistent with the use regulations of the underlying zoning provided that the use is consistent with the applicable land use designation of the site. The PDP regulations also allow for limited deviations from the development regulations of the underlying zone.

Community Plan Implementation Overlay Zone. As previously noted, the project site is within CPIOZ "A" of the Community Plan. The intent of the overlay zone regulations (Municipal Code Section 132.1401 et seq.) is to ensure that development proposals are reviewed for consistency with the use and development criteria adopted for specific sites as part of the Community Plan update process. Provided that the proposed development complies with the development standards or criteria in the Community Plan, the overlay zone would not require a permit. If, however, the proposed development does not comply with the applicable standards or criteria, a Site Development Permit (SDP) must be obtained.

Coastal Overlay Zone. The site is located within the Coastal Overlay Zone, which was adopted by the City (Municipal Code Section 132.0401 et seq.) to protect and enhance the quality of public access and coastal resources. Projects within the Coastal Overlay Zone must obtain approval of a CDP, as discussed below. In addition to the requirements to which the project would otherwise be subject, it must meet certain requirements pertaining to the protection of existing or potential public views. Specifically, if there is an existing or potential public view between the ocean and the first public roadway, but the site is not designated in the applicable land use plan as a public view to be protected, views to the ocean and scenic coastal areas must be preserved, enhanced or restored by deed-restricting required side yard setback areas to cumulatively form functional view corridors, thereby preventing a walled effect from authorized development. Open fencing and landscaping may be permitted within the view corridors and visual accessways, provided that such improvements do not significantly obstruct public views of the ocean or scenic coastal areas. Landscaping must be planted and maintained to preserve public views.

Coastal Height Limit Overlay Zone. Development on the project site is also subject to the maximum 30-foot height provisions of the Coastal Height Limit Overlay Zone (refer to SDMC Section 132.0501 et seq. and Map No. C-380). In this instance, the datum for height measurement purposes is defined as the lowest point of elevation of the finished grade of the ground between the exterior wall of a building and a point five feet distant from said wall. This measurement includes specific provisions for the height of a stepped or terraced building as described in the City's Building Newsletter 2-2: Determination of Building Height. Per the newsletter, the 30-foot height limit may be increased by an amount equal to the grade differential of the area delineated by drawing a five-foot buffer around the footprint of a proposed building (the height increase may not exceed ten feet). A deviation from the provisions of the Coastal Height Limit Overlay Zone requires a majority vote by the City of San Diego voters.

Parking Impact Overlay Zone. The project site is located within both the Beach and Campus Parking Impact Overlay Zones (Municipal Code Section 132.0801 et seq.), which provide supplemental parking regulations for specified beach and campus areas that are considered to have parking impacts. The overlay zones requires conformance to parking regulations including parking ratios and

development/design regulations for parking facilities. Existing parking supply is addressed in Section 5.5, *Traffic/Circulation*, of this report.

Environmentally Sensitive Lands Regulations

The City regulates development of environmentally sensitive lands through its ESL Regulations (Land Development Code Section 143.0101 et seq.). The purpose of the ordinance is to "protect, preserve and, where damaged restore, the environmentally sensitive lands of San Diego and the viability of the species supported by those lands." Environmentally sensitive lands are defined to include sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs and 100-year floodplains. The applicable requirements of the ESL are as follows.

Steep Hillsides. Steep hillsides consisting of slopes with a natural gradient of 25 percent or greater and a minimum elevation differential of 50 feet, or a natural gradient of 200 percent or greater and a minimum elevation differential of 10 feet, are considered sensitive under the ordinance. Approximately 2.79 acres of the site contain slopes that have gradients of 25 percent or greater. Onsite steep hillsides are to be preserved in their natural state. Further, proposed developments within the Coastal Overlay Zone must avoid encroachment into steep hillsides containing sensitive biological resources, to the maximum extent possible. In addition, disturbed steep hillsides are to be revegetated and restored in accordance with the City's Landscape Regulations and runoff is to be directed away from steep hillside areas.

Sensitive Biological Resources. Sensitive biological resources including both upland and wetland communities are regulated by the ESL. All development proposals adjacent to the MHPA as well as grading during wildlife breeding seasons are required to be consistent with the City's MSCP Subarea Plan, as described above. Development must avoid impacts to narrow endemic species in the MHPA although none exist on the project site. Other than as described above, encroachment into sensitive biological resources outside of the MHPA is not limited; mitigation is, however, required in accordance with the City's Biology Guidelines.

Impacts to wetlands, including vernal pools in naturally occurring complexes, are to be avoided. Also, a wetland buffer is required to be maintained around all City jurisdictional wetlands, when appropriate, to protect the functions and values of the wetland. Within the Coastal Overlay Zone, the wetland buffer must be a minimum of 100 feet, unless a lesser or greater buffer is warranted. A lesser buffer can be processed as a deviation from the regulations. Permitted uses in wetland buffer areas are limited to public access paths, fences, restoration and enhancement activities, and other improvements necessary to protect wetlands. The ESL further requires that the applicant confer with the appropriate federal and/or state agencies prior to any public hearing for the proposed development, and that all federal and state permits (if needed) be obtained prior to issuance of City grading or construction permits.

Historical Resources Regulations

The City of San Diego's Historical Resources Regulations (Land Development Code Section 143.0201 et seq.) are intended to "protect, preserve and, where damaged, restore the historical resources of the City, which include historical buildings, historical structures or historical objects, important archaeological sites, historic districts, historical landscapes and traditional cultural properties." The regulations define the process for determining whether a site-specific survey for historical resources is required and the procedures for processing proposed development plans if such resources are present.

Minor alteration of a designated historic resource may be permitted if it would not adversely affect the special character or special historical, architectural, archaeological or cultural value of the resource and would be consistent with the Secretary of the Interior's Standards for Rehabilitation (Rehabilitation Standards) and Illustrated Guidelines for Rehabilitating Historic Buildings (Guidelines). If a major alteration(s) is proposed that would not be consistent with the Standards, a SDP is required. Development affecting designated historical resources must provide mitigation for the impact to the resource in accordance with the City's Historical Resources Guidelines, which are intended to implement the Historical Resource Regulations and ensure consistency in the management (including identification, evaluation, preservation/mitigation and development) of the City's historical resources (City of San Diego 1997e, as amended). The Institute has been designated by the State Historic Resources Commission (SHRC) as being eligible for the National Register of Historic Places, is listed in the California Register of Historical Resources, and is Historic Site No. 304 in the San Diego Historical Resources Register. Due to the Institute's historical status, therefore, the proposed project is subject to the City's Historical Resources Regulations and Guidelines. See Section 5.4, *Historical Resources*, for a detailed discussion of the proposed project from an historical perspective.

Important archaeological sites generally are to be conserved, except that development may be permitted in areas containing important archaeological sites if necessary to achieve a reasonable development area, with up to 25 percent encroachment into any important archaeological site allowed. Any encroachment into important archaeological sites is required to include measures to mitigate for the partial loss of the resource as a condition of approval. The mitigation is required to include preservation through avoidance of the remaining portion of the important archaeological site, and implementation of a research design and data recovery program that recovers the scientific value of the portion of the site that would be impacted. If a proposed development cannot to the maximum extent feasible comply with the standard requirements regarding historical or archaeological resources, a deviation from the regulations may be considered. As noted in Section 5.4 of this report, no prehistoric archaeological resources are known to occur on the Institute property.

Site Development Permit Procedures

The purpose of the SDP procedures is to establish a review process for proposed development that may have significant impacts on resources or on the surrounding area. An SDP may be required even if the site is developed in conformance with all applicable regulations. As stated in Section 126.0501 of the Municipal Code, "The intent of these procedures is to apply site-specific conditions as necessary to assure that the development does not adversely affect the applicable land use plan and to help ensure that all regulations are met." A SDP is required for the proposed project because the site contains sensitive biological resources and steep hillsides (e.g., ESL), and historical resources. A SDP may be approved only if specific findings can be made.

Planned Development Permit Procedures

The purpose of the PDP procedures is to allow an applicant to request greater flexibility from the strict application of base zoning regulations than would normally be allowed through a deviation process. As stated in Section 126.0601 of the Municipal Code, "the intent is to encourage imaginative and innovative planning and to assure that the development achieves the purpose and intent of the applicable land use plan and that it would be preferable to what would be achieved by strict conformance with the regulations." Development that does not comply with all base zone regulations or all development regulations or that proposes to exceed limited deviations allowed by the development regulations contained in Chapter 14 of the Municipal Code may apply for a PDP. Furthermore, any proposed development that will comply with the primary and supplemental regulations contained in Chapter 14 and proposes to incorporate conceptual development criteria for portions of the premises intended for future or phased development, such as the case with the proposed project, may apply for a Master PDP. Pursuant to Section 143.0410 of the Municipal Code, the following criteria are required to be incorporated into the design of all projects applying for a PDP:

1. The overall development design should be comprehensive and should demonstrate the relationships of the proposed development on-site with existing development off-site.
2. The scale of the project should be consistent with the neighborhood scale as represented by the dominant development pattern in the surrounding area or as otherwise specified in the applicable land use plan.
3. Buildings, structures, and facilities on the premises should be well integrated into, oriented towards, and related to, the topographic and natural features of the site.
4. Proposed developments should avoid repetitious development patterns that are inconsistent with the goals of the applicable land use plan.

5. Buildings should avoid an overwhelming or dominating appearance as compared to adjacent structures and development patterns. Abrupt differences in scale between large commercial buildings and adjacent residential areas should be avoided. Instead, gradual transitions in building scale should be incorporated.
6. Larger structures should be designed to reduce actual or apparent bulk. This can be achieved by using pitched roof designs, separating large surface masses through changes in exterior treatment, or other architectural techniques.
7. To the greatest extent possible, landscaping should be used to soften the appearance of blank walls and building edges and enhance the pedestrian scale of the development.
8. Elements such as curbside landscaping, varied setbacks, and enhanced paving should be used to enhance the visual appearance of the development.
9. Roof forms should be consistent in material, design, and appearance with existing structures in the surrounding neighborhood. Plant materials and other design features should be used to define and enhance the appearance of roof spaces, especially flat roofs that are visible from higher elevations.
10. Building material and color palettes should be consistent with the guidelines in the applicable land use plan, if provided.

Conditional Use Permit Procedures

The City's CUP procedures provide a review process for the development of uses that may be desirable under the appropriate circumstances, but that are not permitted by right in the applicable zone (e.g., the daycare facility included in the proposed project). According to Section 126.0301 of the Municipal Code, the intent of the procedures is to "review these uses on a case-by-case basis to determine whether and under what conditions the use may be approved at a given site" and ensure that "each use be developed so as to fully protect the public health, safety, and welfare of the community." A CUP may only be granted if the decision-maker makes the necessary findings.

Coastal Development Permit Procedures

A CDP from the City is required for coastal development of a premises within the Coastal Overlay Zone and is intended to ensure that development is consistent with the California Coastal Act and the applicable local coastal program. The decision-maker must make findings related to public access, recreation and views; environmentally sensitive lands; and conformance with the LCP.

5.1.2 Impacts

As noted in the Preface to this Final EIR, the applicant has decided to eliminate the employee daycare facility and temporary housing quarters from the proposed Salk Institute Master Plan. Although no longer a part of the proposed project, the environmental analyses of these components remain in the EIR because their removal from the Master Plan has little bearing on the conclusions reached in this section.

Significance Criteria

The City of San Diego's Significance Determination Thresholds (2004d) state that proposed projects should be assessed for consistency with any adopted plans for the particular site, including the General Plan and any applicable community and specific/precise plans. An inconsistency with an adopted plan is not necessarily a significant environmental impact; the inconsistency would have to relate to an environmental issue to be considered significant under CEQA. Project impacts are considered significant if one or more of the following applicable conditions apply:

- Inconsistency/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts occur (e.g., development of a designated school or park site with a more intensive land use could result in traffic impacts)
- Substantial incompatibility with an adopted plan (e.g., a rock crusher in a residential area)
- Development or conversion of general plan or community plan designated open space or prime farmland to a more intensive land use
- Incompatible uses as defined in an airport land use plan or inconsistency with an airport's ALUCP as adopted by the Airport Land Use Commission, to the extent that the inconsistency is based on valid data
- Inconsistency/conflict with adopted environmental plans for an area
- Significant increase in the base flood elevation for upstream properties, or construction in a Special Flood Hazard Area or floodplain/wetland buffer zone

Issue 1: Would the proposal adversely affect the adopted community plan land use designation for the site or conflict with any applicable land use plan, policy or regulation of any agency with jurisdiction over the project?

Issue 2: Would the proposal result in a conflict with the environmental goals, objectives and recommendations of the community plan in which it is located?

General Plan, University Community Plan and Local Coastal Program Consistency

A number of General Plan, Community Plan and LCP goals and objectives have been identified in Section 5.1.1 that pertain to the proposed project. Due to the number of applicable goals, objectives and proposals, a comparative table has been prepared to facilitate comparison and review of project consistency with the plans. Table 5.1-1 identifies each applicable goal, objective and proposal, and briefly describes how the project would or would not comply. As shown in the table, the proposed project would be consistent with the development intensity planned for the project site in the Community Plan and with all applicable goals and policies of the General Plan, Community Plan and LCP. In addition to consistency with the General Plan, Community Plan and LCP, the proposed project would be consistent with applicable land use plans and the SDMC, as described below. Specific deviations from the SDMC are also discussed.

La Jolla Community Plan and Local Coastal Program Land Use Plan

As described in the Existing Conditions portion of this section, the only policies of the *La Jolla Community Plan* and LCP that are potentially applicable to the proposed project relate to designated viewpoints (see Table 5.1-1). Also as noted above, the project site is not within any of the major viewsheds identified in the plan nor is it located between the ocean and an identified scenic roadway or scenic outlook in the plan. The proposed project would not affect access to the beach along Box Canyon Trail, an unimproved foot trail that extends west from Black Gold Road. As a result, the proposed project would be consistent with this plan.

UCSD 2004 Long Range Development Plan

~~The proposed Institute improvements would not conflict with existing or proposed academic, recreational or parking uses on the UCSD campus, or vice-versa (see Issue 4 below with regard to operations at the Gliderport). Rather, the research uses at the two institutions would continue to be complementary.~~

San Diego Municipal Code

Zoning. As described in the Existing Conditions portion of this section, the Institute site is located within a residential base zone, as well as within several overlay zones. The project proposes an expansion of existing research and associated support uses and addition of a daycare facility and temporary residential quarters within an area zoned for single-unit residential use (RS-1-7). The project would, therefore, represent the continuation and expansion of a conforming use, with previously conforming rights. However, a deviation from the maximum structure height regulations is being requested for the Salk Community Center Building as described in Section 3.0, *Project Description* (see Figure 5.1-54). Structure heights would continue to be regulated by the Coastal Height Limit Overlay Zone, as discussed below, similar to other industrially zoned properties in the Coastal Zone. The PDP process permits uses where they would conform to the applicable land use plan, in accordance with SDMC Section 143.0403(a)(1). Because the proposed project would involve expansion of existing scientific research uses consistent with the Community Plan land use designation, inconsistency with the base zone is not regarded as a significant impact. While the proposed temporary employee housing is considered an accessory use to the research facility per SDMC Section 143.0403(a)(2), as a residential use it is also permitted in the RS-1-7 base zone. Childcare centers, such as the one proposed for the project, are permitted in the base zone with a CUP. The project applicant is requesting approval of an amendment to the existing CUP for the daycare facility. As a result, no land use policy impacts would occur under the base zone.

Community Plan Implementation Overlay Zone. As part of the project review process, the proposed project is being evaluated to ensure that it complies with the applicable use and development criteria contained in the Community Plan. As summarized above and detailed in Table 5.1-1, the proposed project would conform to all applicable standards and guidelines contained in the Community Plan. By undergoing the applicable review and permitting process, the proposed project would comply with the requirements of this overlay zone.

Coastal Overlay Zone. There are no existing or potential public views between the ocean or scenic coastal areas and North Torrey Pines Road (the first public roadway) as discussed in Section 5.2, *Visual Quality/Neighborhood Character*, of this report. General views of the ocean are recognized in one policy in the Urban Design Element of the General Plan and three policies in the Urban Design Element of the Community Plan (see Table 5.1-1). As described in Section 5.2, the proposed project would encroach into an existing public view to the ocean and scenic coastal areas from Torrey Pines Scenic Drive. The view is not a designated view corridor identified in the Community Plan; however, there are policies in the Community Plan that encourage the preservation of coastal views in the community. Pursuant to SDMC 132.0403(b-c), the proposed project would preserve existing views along Torrey Pines Scenic Drive through construction of the Salk Community Center Building on the lowest portion of the site on the north mesa, and placement of the adjacent underground parking garage on the upper portion of the mesa. The proposed project design would also protect and enhance

existing views by removing existing features in that portion of the site (i.e., temporary buildings, greenhouses, light poles, parked cars and internal landscaping) that currently degrade views of the ocean and scenic coastal areas and replacing them with the Salk Community Center Building and the aforementioned underground parking garage along Torrey Pines Scenic Drive in a manner that would provide a view corridor of an approximately 360-foot width. In addition, no new street trees and only low-growing shrubs would be planted within the view corridor created above the underground parking garage proposed on site. The only walls within the view corridor would be 42-inch or less parapet walls around light wells and the parking garage entry, according to the Design Guidelines. A 42-inch tall hand rail would be installed along the sidewalk paralleling the northern light well into the underground garage. Collectively, this arrangement of buildings and project design features would ensure that views of the ocean and scenic coastal areas across the site would be preserved, protected and enhanced. Therefore, the proposed project would be consistent with the Supplemental Regulations of the Coastal Overlay Zone [SDMC 132.0403(a-c)], which require the applicant to preserve, enhance or restore such views regardless of whether they are designated in the Community Plan. Additional discussion of the project impacts on views is provided in Section 5.2, *Visual Quality/Neighborhood Character*, of this report.

Coastal Height Limit Overlay Zone. As previously noted, development on the project site is subject to the maximum 30-foot height provisions of the Coastal Height Limit Overlay Zone (refer to SDMC Section 132.0501 et seq. and Map No. C-380). The project as proposed would conform to the maximum building height provisions of this overlay zone.

Parking Impact Overlay Zone. As described in Section 5.5, *Transportation/Circulation*, the proposed project would provide more than an adequate number of parking spaces to serve the proposed uses in accordance with all applicable City regulations. The parking facilities also would be designed in accordance with the applicable SDMC regulations. No impacts on beach or campus parking that are protected by the parking impact overlay zone would occur as a result of the proposed project.

Environmentally Sensitive Lands Regulations. The proposed project would require an SDP due to the presence of sensitive biological resources and steep hillsides on the project site.

Steep Hillsides. The Institute does not propose any encroachment into steep hillsides exceeding a natural gradient of 25 percent. As detailed in Section 5.8, *Hydrology/Water Quality*, implementation of the proposed project would result in a net decrease of both impervious surface area and runoff generation within the site. Overall site runoff levels would increase slightly at several of the individual discharge points as a result of the proposed project. This drainage would be relatively minor and would not substantially increase downstream erosion potential.

Sensitive Upland Biological Resources. No species identified by the MSCP as narrow endemics or species that are state or federally listed but not covered by the MSCP are known or considered highly likely to

● HT=30.8' DENOTES PROPOSED BUILDING CORNER HEIGHT FROM EXISTING GROUND



SCALE: 1" = 60'

IN:\GIS\SA1-01 SalkMap\EIR\Fig5 1-4 HeightDeviation.indd -JP

SALK INSTITUTE

Figure 5.1-4

occur on the project site. The project would encroach into sensitive biological resources, including Tier I maritime succulent scrub and Tier II coastal sage scrub, as a result of grading and brush management activities. The proposed MHPA boundary adjustment (summarized under Issue 3 of this section and described in detail in Section 5.3, *Biological Resources*) would result in dedication of a larger on-site biological open space easement than would otherwise be required and would allow the proposed project to conform to ESL requirements by avoiding sensitive biological resources within the MHPA and mitigating impacts to below a level of significance. Also as described in Section 5.3, the proposed project would conform to MSCP guidelines with regard to habitat mitigation and land use adjacency requirements. No conflict with the ESL regulations would, therefore, occur with regard to non-wetland biologically sensitive resources.

Wetlands. The vernal pools and unvegetated streambeds on site are not considered City wetlands, as described in detail in Section 5.3, *Biological Resources*. Furthermore, the proposed project would not directly impact any City wetlands on site (i.e., two small patches of southern willow scrub habitat; see Figure 5.3-2). The southern willow scrub would remain on site and a portion of the habitat would be placed in the MHPA (see Figure 5.3-3). As detailed under Issue 3 in Section 5.3, *Biological Resources*, no grading or development would occur within 100 feet of the City wetlands. Specifically, grading associated with the daycare facility parking area would be over 100 feet from the eastern patch of southern willow scrub on site, which is consistent with the 100-foot buffer requirement contained in the ESL Regulations.

Historical Resources Regulations. Project development would result in impacts to spatial relationships and original (historic) landscaping due to the demolition of the existing east parking lot and construction of the proposed Torrey East Building; therefore, the proposed project is inconsistent with two of the Secretary of the Interior's Standards pertaining to rehabilitation of historical resources (refer to Table 5.4-1 and Section 5.4, *Historical Resources*, for additional discussion on the topic). Additionally, potentially significant impacts could occur to historic-era (i.e., subsurface) structural remains of Camp Callan. The proposed project would require a SDP for these impacts.

Conditional Use Permit Procedures. The current CDP/HRP/CUP 90-1140 was granted in May 1991 as an amendment to the original CUP. Among other conditions, the CUP required that prior to the issuance of an occupancy permit for the East Building, temporary buildings 2 and 3 must be demolished. Although those structures have not yet been removed due to lack of available laboratory space, construction of the north lawn core facility under the proposed Master PDP would result in their demolition, thereby meeting this condition of the existing CUP.

Torrey Pines Gliderport Regulations

The Caltrans Division of Aeronautics was contacted to review the site plan and landscape plan for the proposed Salk Institute Master Plan. According to the Caltrans Aviation Safety Officer review, none

of the proposed Master Plan construction or landscaping pose any immediate concern to the Gliderport with respect to Federal Aviation Regulation (FAR) Part 77 (Caltrans Division of Aeronautics 2007). Specifically, the Salk Institute is located far enough south of the Gliderport that it does not underlie the Gliderport's FAR Part 77 approach surface. Furthermore, while the Salk Community Center Building and the north wing of the Torrey East Building were the only two proposed buildings either tall enough or close enough to the Gliderport runway to warrant further review, neither was found to potentially penetrate the FAR Part 77 transitional surface of the Gliderport, assuming they rise 30 feet above ground level. Although portions of the Salk Community Center Building would be taller than 30 feet, the rooftop of the facility would be level and only rise 30 feet above the eastern grade of the parking lot, closest to the Gliderport property. The trees proposed for the lawn above the North Lawn Core Facility (i.e., Torrey Pines and eucalyptus varieties) have the potential to grow tall enough to eventually penetrate the FAR Part 77 transitional surface; however, Caltrans Division of Aeronautics is not presently concerned about the trees and will monitor their height over time. The letter from Caltrans documenting its review of the proposed project is on file with the City.

Significance of Impacts

No conflicts between the proposed project and the City's *University Community Plan*, *North City LCP Land Use Plan*, *La Jolla Community Plan* and *LCP Land Use Plan*, FAA's *Airport Master Record* and SDMC regulations pertaining to ESL resources have been identified. A deviation from the maximum structure height (as defined under the SDMC) of the underlying zone is proposed for the Salk Community Center. No significant land use policy impacts to these planning documents or policies would occur as a result of project implementation. Although the proposed project would avoid direct impacts to the historic architecture, it would be inconsistent with two of the Secretary of the Interior's Standards pertaining to spatial relationships and historic landscaping due to construction on the east parking lot (refer to Table 5.4-1 and Section 5.4, *Historical Resources*); therefore, SDP approval is required.

Mitigation Measures, Monitoring and Reporting Program

No significant land use policy impacts are identified; therefore, no mitigation measures are required.

Issue 3: Would the proposal conflict with the provisions of the City's Multiple Species Conservation Program Subarea Plan or other approved local, regional or state habitat conservation plan?

The Institute proposes an MHPA boundary adjustment, the benefits of which are described in detail in Section 5.3, *Biological Resources*. Adjustments to the MHPA may be made without amending the MSCP Plan or the Subarea Plan in cases where the new MHPA boundary would preserve an area of

equivalent or greater biological value as the original boundary. In this case, the boundary adjustment would result in a net addition of ~~3.22~~1.27 acres of moderate to high quality habitat. An ~~open space~~conservation easement would be recorded over the MHPA in favor of the City.

The proposed project would not impact any wildlife corridors and would not have any other adverse impacts with regard to reserve design issues. All direct impacts to sensitive species and habitats would be mitigated in accordance with the City's Biological Resources Guidelines and the MSCP. The project would avoid or minimize all indirect impacts to the MHPA through conformance to the City's MHPA Land Use Adjacency Guidelines. Therefore, the proposed project would be consistent with the provisions of the City's MSCP Subarea Plan.

Significance of Impacts

The proposed project would not result in a conflict with the City's MSCP Subarea Plan. The proposed boundary line adjustment would be accomplished through the procedures described in that document. A net increase in the MSCP Subarea would be realized in terms of size and biological integrity. In addition, compliance with the MSCP Subarea Plan Land Use Adjacency Guidelines and implementation of the proposed Habitat Management Plan would ensure maintenance of habitat quality in the proposed MHPA. There would, therefore, not be a significant land use impact related to MSCP compliance.

Mitigation Measures, Monitoring and Reporting Program

No significant impacts have been identified; therefore, no mitigation measures are required.

Issue 4: Would the proposal result in land uses that are not compatible with an adopted Airport Land Use Compatibility Plan?

The Institute property is affected by the Seawolf Departure Corridor for fixed-wing aircraft and Fairways and Beach Route departures for rotary-wing aircraft operating out of MCAS Miramar. The property is also within the AICUZ Influence Area for the airfield and the AIA defined in the SDMC. As a result, from time to time users of the proposed facilities would see fixed- and rotary-wing aircraft, and would experience varying degrees of associated noise and vibration. The draft MCAS Miramar ALUCP noise contours indicate that the Institute site is outside of the 60 dB CNEL contour. An AICUZ study update was performed and adopted in 2005 to capture changes in the mix of aircraft and operations associated with the realignment of the airfield (Department of the Navy 2004). The revised noise contours show the 60 dB CNEL contour is situated approximately 2 miles east of the proposed facilities near Interstate 805. Using the Airport Noise/Land Use Compatibility Matrix in the draft MCAS Miramar ALUCP, therefore, the proposed uses are compatible land uses with the exterior noise thresholds shown in the table.

The project site and proposed facilities would be located entirely outside of the two APZs identified for the air station. They would also be outside the areas where building height restrictions apply based on the slope map provided with the draft ALUCP. As described above, safety restrictions do not apply with regard to the Torrey Pines Gliderport because it is not a public use airport. The proposed project also would not generate other obstructions; emit or reflect light at levels that could interfere with air crew vision; produce emissions that would interfere with aircraft communication systems, navigation systems or other electrical systems; or attract birds.

Significance of Impacts

The proposed project would comply with all applicable MCAS Miramar ALUCP restrictions regarding both noise and safety. Safety restrictions for the Torrey Pines Gliderport would not be applicable to the proposed facilities. Therefore, no significant impacts associated with incompatibility with the ALUCP would result from project implementation.

Mitigation Measures, Monitoring and Reporting Program

No significant impacts have been identified; therefore, no mitigation measures are required.

Table 5.1-1
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN		
<p><u>Housing Element</u> Availability of adequate sites for the development of a variety of types of housing for all income levels</p>	<ul style="list-style-type: none"> Where appropriate, the City shall expand housing opportunities by permitting a residential mix with job-producing land uses in new development projects The City shall seek to ensure that all housing is developed in areas with adequate access to employment opportunities, community facilities and public services Housing development sites shall be prohibited in areas lying within severe noise contours unless appropriate noise insulation is provided 	<ul style="list-style-type: none"> Consistent. The proposed project would include 12 temporary residential units for visiting or recently hired Institute researchers and staff. Consistent. The proposed temporary residential quarters would be located immediately adjacent to the employment opportunities offered by the Institute, and provide ready access to community facilities and public services in the La Jolla area. Consistent. The project site is located outside of the 60 dB CNEL noise contour.
<p><u>Housing Element</u> Reduction and/or minimization of the overall level of energy consumption in both existing housing and new construction</p>	<ul style="list-style-type: none"> The City shall support state energy efficiency requirements in new housing The City shall emphasize the use of native and other drought-tolerant plant materials for landscaping purposes The City shall encourage and support cost-effective energy technologies with both positive economic and environmental impacts; e.g., passive solar space heating and cooling, water conservation and reclamation 	<ul style="list-style-type: none"> Consistent. The structures would be built in accordance with all applicable state and local energy standards. Consistent. Native and other drought tolerant species would be seeded and planted throughout the site. No invasive species would be installed next to the MHPA. Consistent. Building fenestration would be optimized to allow for natural ventilation and maximum daylight penetration into proposed structures. Roofing assemblies would be high in emissivity and the use of solar panels to generate energy is encouraged in the design guidelines.

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Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<p><u>Transportation Element</u> A coordinated, multimodal transportation system capable of meeting increasing needs for personal mobility and goods movement at acceptable levels of service</p>	<ul style="list-style-type: none"> Minimize heavy traffic congestion (level of service E or below) Support ridesharing to relieve traffic congestion, reduce parking demand, conserve energy and improve air quality. Give priority to facilities and services which encourage ridesharing for work trips in intensively utilized areas of the City Require convenient pedestrian and bicycle access and secure bicycle storage facilities in all major activity centers, including office buildings and employment centers 	<ul style="list-style-type: none"> Consistent. As described in Section 5.5, <i>Transportation/Circulation</i>, the proposed project would mitigate all potentially significant traffic impacts to below a level of significance. Consistent. As described in Section 3.2.4.8, <i>Circulation</i>, the Institute currently implements an extensive public transportation program, which would continue under the proposed project. Consistent. The Institute currently provides bicycle racks, which would be retained, and maintains a free bike program with UCSD. Pedestrian access would continue to be provided throughout the campus, and along the public roadways adjacent to the campus.
<p><u>Transportation Element</u> A convenient, regionally coordinated transit system that is recognized as an essential public service because of its pervasive social, economic and environmental benefits</p>	<ul style="list-style-type: none"> Continue working with transit operators to determine the type and level of transit services to be provided within San Diego, and to coordinate such services with the transit system 	<ul style="list-style-type: none"> Consistent. The existing Coaster shuttle and bus stops on the Institute property would not be affected by the proposed project, and the Institute would continue to coordinate with local transit operators.

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Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<u>Transportation Element</u> Availability of parking facilities sufficient to minimize, if not eliminate, any measurable contribution to traffic congestion	<ul style="list-style-type: none"> Establish public and encourage private off-street parking facilities to serve intensively utilized areas 	<ul style="list-style-type: none"> Consistent. As described in Section 5.5, <i>Traffic/Circulation</i>, the proposed project would provide 1,120 parking spaces, which is a few spaces more than the applicable City parking requirements.
<u>Transportation Element</u> Reduction of transportation noise to a level that is tolerable and no longer constitutes a threat to the public health and general welfare	<ul style="list-style-type: none"> Consider both current and projected noise levels in determining land use compatibility Ensure that project development plans are consistent with adopted land use-noise level compatibility standards 	<ul style="list-style-type: none"> Consistent. As described in Section 5.7, <i>Noise</i>, current and projected noise levels were considered during the siting of new facilities. Consistent. As described in Section 5.7, <i>Noise</i>, estimated sound levels for proposed on-site receptors would be 55 to 56 dBA CNEL at the daycare center, playground and temporary residential quarters, 63 to 70 dBA CNEL at the Torrey East Building and 57 to 63 dBA CNEL at the Salk Community Center Building. None of the estimated sound levels would exceed the land use noise compatibility levels allowed for each receptor.

Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<u>Open Space</u> Establish an open space system which provides for the preservation of natural resources, the managed production of resources, the provision of outdoor recreation, the protection of public health and safety, and the utilization of the varied terrain and natural drainage systems of the San Diego community to guide the form of urban development	<ul style="list-style-type: none"> • Apply hillside regulations to all areas of the City that meet the criteria for these regulations • Require a planned development permit on sites when sensitive landforms or soils are known or found 	<ul style="list-style-type: none"> • Consistent. The proposed project would not impact any steep slopes and would leave them undeveloped as discussed in Section 5.2, <i>Visual Quality/Neighborhood Character</i>. • Consistent. Implementation of the proposed project would require approval of an amendment to the existing CUP and approval of an SDP/Master PDP/CDP.
<u>Conservation</u> Wise management and utilization of the City's remaining land resources, and preservation of its unique landforms, and the character they impart to San Diego	<ul style="list-style-type: none"> • Within the limits of other restraints, both other urbanized areas and those areas where urbanization has already begun should be filled in or built out before the City's remaining stock of large vacant and agricultural lands are developed • Floodplains, steep slopes, canyons and coastal lands should be left undeveloped, or minimally developed consistent with their special qualities and limitations 	<ul style="list-style-type: none"> • Consistent. The project site is currently developed with the existing Institute structures, and the proposed structures would be placed on existing parking lots and/or on the small amount of undeveloped area on site. • Consistent. The proposed project would avoid grading on the steep slopes present on site. Development on the more gently sloping portions of the site would be stepped down with the topography to minimize impacts. No floodplains or coastal canyons occur on site.

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Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<u>Conservation</u> Wise management and utilization of the City's remaining land resources, and preservation of its unique landforms, and the character they impart to San Diego (cont.)	<ul style="list-style-type: none"> Steeply sloping or highly erodable land or natural stream channels should be left as open space. Construction should be clustered to minimize its effects Grading should be kept to a minimum. Canyons should not be filled. Existing trees and ground covers should be retained as much as possible. Natural drainage systems should be preserved Runoff, sedimentation and erosion both during and after construction should be carefully studied and controlled Encourage the use of Planned Residential Development and Planned Commercial Development procedures in canyons and on hillsides 	<ul style="list-style-type: none"> Consistent. Approximately 5-57.8 acres of undeveloped land would remain and 3-221.27 acres would be placed in an open space easement, including many of the steep slopes and a portion of a natural drainage channel. Proposed buildings would be clustered to the maximum extent practical in three distinct areas on campus. Consistent. The proposed project would not fill any canyon or alter any natural drainage. Existing landscaping and native vegetation communities on site would be retained, to the extent practicable, and supplemented by proposed plantings. Natural drainage patterns would not change. Consistent. Minimal additional runoff would be produced by the proposed project. As described in Section 5.8, <i>Hydrology/Water Quality</i>, erosion and sedimentation would be controlled through the required use of Best Management Practices (BMPs) during construction and revegetation of disturbed areas after construction. Consistent. Development of canyons or hillsides is not proposed. Implementation of the proposed project would require approval of a SDF/Master PDP, among other permits.
<u>Conservation</u> Accessibility and availability of all beaches and shoreline for public use	<ul style="list-style-type: none"> Provide suitable access to all public beach and shoreline areas 	<ul style="list-style-type: none"> Consistent. The proposed project would have no effects on access to public beach or shoreline areas. It would include a new five-foot wide sidewalk extension within the right-of-way from Torrey Pines Scenic Drive to the western property boundary that would enhance existing pedestrian access to the Torrey Pines Gliderport and Torrey Pines City Beach.

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Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<u>Conservation</u> Decreased reliance on imported water	<ul style="list-style-type: none"> Publicize voluntary water conservation measures which focus on reducing waste, have little or no effect on the quality of life, and decrease the possibility of rationing and other undesirable restrictions 	<ul style="list-style-type: none"> Consistent. The project would use native species to landscape all disturbed areas adjacent to undeveloped land. The plant materials and irrigation system would be installed and maintained in accordance with the requirements contained in the SDMC.
<u>Conservation</u> Achievement and maintenance of a high level of water quality in all water bodies under City jurisdiction	<ul style="list-style-type: none"> Water quality objectives and criteria of the Regional Water Quality Control Board and State Water Resources Control Board should be achieved and maintained Implement watershed management practices designed to increase quantity and quality of runoff and collection 	<ul style="list-style-type: none"> Consistent. As described in Section 5.8, <i>Hydrology/Water Quality</i>, the proposed project would result in a net decrease in impervious surfaces and runoff since, in most cases, existing parking lots would be developed and in other areas landscaping installed where pavement or buildings exist. Water quality objectives of the RWQCB would be achieved through adherence to required permit conditions during project construction and operations. Consistent. As described in Section 5.8, <i>Hydrology/Water Quality</i>, the proposed project would decrease runoff and increase water quality by relying on the existing storm drain system and constructing a vegetated drainage swale to filter on-site runoff prior to its release into open space.
<u>Conservation</u> Acceptance of a land ethic that involves the balanced coexistence of man, vegetation and wildlife	<ul style="list-style-type: none"> Include consideration of important ecological resources in the application of hillside zoning and the proposed development guidelines 	<ul style="list-style-type: none"> Consistent. As described in Section 5.3, <i>Biological Resources</i>, the project proposes approval of a 3.221.27-acre (net increase) MHPA boundary adjustment to preserve the site's most sensitive resources, including native habitats and steep slopes adjacent to the existing off-site MHPA.

000598

Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<u>Conservation</u> To protect and enhance the quality of San Diego's air resources so as to promote the public health and welfare and the productive capacity of its population and natural environment	<ul style="list-style-type: none"> • Provide attractive less-polluting alternatives to the use of private autos • Promote the development of relatively self-contained neighborhoods and communities that provide an appropriate balance of necessary land uses, facilities and services • Encourage fill-in and vertical growth of the City, rather than a pattern of horizontal development 	<ul style="list-style-type: none"> • Consistent. As described in Section 3.2.4.8, <i>Circulation</i>, the Institute currently implements an extensive alternative transportation program, which would continue and be expanded under the proposed project. • Consistent. The proposed project would provide additional employment opportunities, and would provide temporary residential quarters, a daycare facility, dining facilities and support uses for the benefit of employees. • Consistent. The proposed project would develop on existing surface parking lots and include extensive underground parking to reduce the amount of horizontal development required on the site.
<u>Cultural Resources Management</u> Preservation of San Diego's rich historical and prehistoric tradition so that it may become part of the consciousness of present and future generations	<ul style="list-style-type: none"> • In general, it is better to preserve than to repair; better to repair than to restore; and better to restore than reconstruct. Features should be retained "on site" wherever possible 	<ul style="list-style-type: none"> • Consistent. As described in Section 5.4, <i>Historical Resources</i>, the proposed project would retain on site all existing, original (i.e., historically significant) features of the campus, with the exception of the landscaping in the east parking lot area. Some of the original Chinese Fringe trees would be salvaged and replanted in the vicinity of their original location on the east mesa to offset this impact.

Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<p><u>Cultural Resources Management</u> Conserve in their entirety the largest and most unique prehistoric sites found within the City to be held for investigation</p>	<ul style="list-style-type: none"> For archaeological resources, it is better to preserve than to mitigate impacts. Mitigation is improved if a 15 percent or larger sample is excavated; however, holding a site out of development without excavation would be preferable as a long-term strategy. When excavation is undertaken it should be done by qualified professionals, data should be stored with an appropriate institution, all materials and data should be fully analyzed and compiled in a report of publishable quality 	<ul style="list-style-type: none"> Consistent. As described in Section 5.4, <i>Historical Resources</i>, no prehistoric archaeological resources are known to exist on site.
<p><u>Cultural Resources Management</u> Preservation of historic resources in number and type so as to successfully evoke the distinctive character of all significant stages of San Diego's history</p>	<ul style="list-style-type: none"> The evolutionary nature of past development should be recognized as valid and the possibility for future change be provided for within the implementative framework All land use activities are potentially compatible with preservation. In many cases, a resource is effectively preserved by a continuation of its present use 	<ul style="list-style-type: none"> Consistent. Changes made on the Institute campus over the last 40 years have been carefully planned and implemented to reflect the appearance and nature of the original laboratory building and the 1961 Master Plan vision as a whole, while at the same time reflecting the era in which they were completed. The design of the proposed project is also respectful and reflective of the 1961 Master Plan and the subsequent changes that have evolved on the campus; however, the project design also reflects the current era and, through the proposed design features, leaves room for further evolution as the future phases approach implementation. Consistent. The proposed project would continue the existing scientific research uses contained in the historic structures.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<u>Urban Design</u> Development of a comprehensive concern for the visual and other sensory relationships between people and their environment	<ul style="list-style-type: none"> Recognize and protect major views in the City, with particular attention to those of open space and water Protect and promote open space systems that define communities Recognize the relationship of land to structure, and the nature and importance of the natural landforms and the natural environment 	<ul style="list-style-type: none"> Consistent. As described in Section 5.2, <i>Visual Quality/ Neighborhood Character</i>, the proposed project would protect views of the Pacific Ocean and adjoining natural open space (e.g., scenic coastal areas) framed by the courtyard of the original laboratory building. No designated viewsheds from the University or La Jolla community plans would be affected. Development of the Salk Community Center Building would encroach into views of the water and scenic coastal areas from Torrey Pines Scenic Drive; however, the project design and design guidelines recognize, protect and enhance the view across the site by removing existing visual clutter, placing the Salk Community Center Building at a low elevation of the north mesa and the underground parking garage on the upper portion of the site, and respecting the bulk and scale regulations in the SDMC. Views to the north and views from public vantages west of the site within Torrey Pines City Park would be unaffected by project development. Consistent. The proposed project would protect and enhance the existing open space area in the community by expanding the MHPA by 3:221.27 (net) acres. Consistent. As described in Section 5.2, <i>Visual Quality/ Neighborhood Character</i>, the proposed project has been designed to integrate with the natural landform to the extent feasible. The majority of development would occur on the developed portion of the site, and no impacts to steep hillsides are proposed.

000600

Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<u>Urban Design</u> Preserve the natural base of the City; the valleys, canyons, hillsides and shoreline by encouraging development to respect a vanishing resource	<ul style="list-style-type: none"> Maintain the character of undeveloped valleys, canyons and hillsides Parts of the valleys and canyons should be ecological preserves Allow for a reasonable use of hillside area 	<ul style="list-style-type: none"> Consistent. The proposed project would not affect any steep hillsides or canyons. Buildings would be stepped down in the less steeply sloping portions of the site to minimize impacts. Consistent. The steep hillsides would be added to the City's open space preserve system (i.e., MHPA), and an open space easement would be dedicated across them to the City. No canyon exists on site. Consistent. The project would not result in any impacts to steep hillsides.
<u>Urban Design</u> Improvement of the neighborhood environment to increase personal safety, comfort, pride and opportunity	<ul style="list-style-type: none"> Avoid radical and intrusive changes to existing residential character Use appropriate plant materials and give careful consideration to environmental factors in the design of landscaping and open space to contribute to the environmental quality of the community 	<ul style="list-style-type: none"> Consistent. As described in Section 5.2, <i>Visual Quality/ Neighborhood Character</i>, with the requested Master PDP in place, the proposed project would be constructed in accordance with the allowable height and bulk limits established in the SDMC, would step down the daycare facility and housing consistent with the topography and would install landscaping to further buffer adjacent residential and be consistent with the existing approvals for the property. Consistent. The proposed project proposes to use grasses, groundcovers, shrubs and trees that are currently found on the Institute campus and would be compatible with species in the adjacent open space. No invasive species would be placed adjacent to the MHPA.

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Table 5.1-1 (cont.)
 PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
Urban Design Review and revise regulations dealing with height, bulk, and density to reflect quality development rather than quantity	<ul style="list-style-type: none"> Promote development that is sensitive to the particular needs of individual areas Promote harmony in the visual relationships and transitions between new and older buildings Promote efforts to achieve high quality design for buildings to be constructed at prominent locations Promote building forms that will respect and improve the integrity of open spaces and other public areas Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development 	<ul style="list-style-type: none"> Consistent. As described in Section 5.2, <i>Visual Quality/Neighborhood Character</i>, the proposed project would be consistent with the height and bulk of development in the area. Consistent. As described in Section 5.2, <i>Visual Quality/Neighborhood Character</i>, the proposed structures would be compatible with the architectural theme and building materials of the existing structures on site. Consistent. The proposed structures would be consistent with the renowned architectural design of the original structures. Consistent. The proposed buildings would provide for public courtyards and seating areas and the site plan would retain much of the site's native habitat in permanent open space or as developed land. Consistent. The height of structures would not exceed 30 feet above grade, in accordance with the City of San Diego Building Newsletter 2-2, Determination of Building Height (1999) and the SDMC, except for the Salk Community Center for which a deviation from the residential development regulations in the SDMC is requested. Structures on the sloping portions of the site would be stepped down with the topography to minimize visual impacts, as described in Section 5.2, <i>Visual Quality/Neighborhood Character</i>. The east side of the Torrey East building would step back away from North Torrey Pines Road.

000603

Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<u>Urban Design</u> Review and revise regulations dealing with height, bulk, and density to reflect quality development rather than quantity (cont.)	<ul style="list-style-type: none"> Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction 	<ul style="list-style-type: none"> Consistent. As described in Section 5.2, <i>Visual Quality/Neighborhood Character</i>, the bulk and scale of the proposed structures would be consistent with the scale of development in the area. The proposed structures would be lower in stature than the original laboratory building. The rooftops of proposed structures on the south mesa would be lower in elevation than the adjacent residences to the south.
<u>Strategic Framework</u> Respect the natural base	<ul style="list-style-type: none"> Allow the natural environment to define the City's form Protect urban canyons, significant hillsides and ridge lines 	<ul style="list-style-type: none"> Consistent. The project proposes buildings that would step down with the natural topography and an addition to the City's open space preserve system to retain the site's most sensitive resources, including native habitats and steep hillsides. Consistent. The proposed project would not affect steep hillsides. No canyons or ridgelines exist on site.
<u>Strategic Framework</u> Promote arts, culture and history	<ul style="list-style-type: none"> Ensure the preservation of a varied stock of historic and prehistoric resources representative of San Diego's historical record Preserve historically significant resources that have been identified through local, state or federal historical designation processes 	<ul style="list-style-type: none"> Consistent. As described in Section 5.4, <i>Historical Resources</i>, the proposed project would preserve the historical structures present on site. No prehistoric archaeological resources are known to exist on site. Consistent. As described in Section 5.4, <i>Historical Resources</i>, the Institute is listed on the City's Register of Historic Landmarks and has been deemed eligible for listing on the National Register of Historic Places (and, therefore, placed on the California Register of Historical Resources). The project design ensures preservation of the historically significant resources on site, with the exception of the east parking lot landscaping and associated spatial relationships. A portion of the landscaping would be salvaged and replanted, however, to retain the historic spatial relationships on the east mesa portion of the campus.

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Table 5.1-1 (cont.)
 PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
Strategic Framework Protect resources and prevent pollution	<ul style="list-style-type: none"> Conserve and restore natural and imported resources, such as energy, open space, wildlife, habitat, biodiversity, geographical features, soils, coastal features, watersheds, wetlands, waterways, and water quality and supply Conserve renewable and nonrenewable resources, such as natural materials, energy and water through greater efficiency of use, reuse, use of recycled water, and recycling to reduce the City and the region's reliance upon expansion of supply and importation Protect environmental and public health by reducing or eliminating the use of hazardous and toxic materials by residences, businesses and public agencies, and by taking actions to minimize the levels of pollutants entering the air, soil and water 	<ul style="list-style-type: none"> Consistent. The proposed project would conserve native habitats, steep slopes and drainages; would minimize impacts to water quality; and would incorporate appropriate energy conservation measures. Consistent. The project applicant would prepare a waste management plan to minimize the amount of solid waste generated during construction. The project would incorporate measures to minimize the use of water and energy. The proposed project would also provide reclaimed water hook-ups for irrigation. Consistent. As described in Section 5.8, <i>Hydrology/Water Quality</i>, the proposed project would feature a vegetated swale and in-line systems to filter runoff from development areas to protect water quality. No new sources of hazardous air emissions would occur as a result of the proposed project. All hazardous materials would be properly stored inside structures in accordance with federal, state and local regulations.

Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<u>Strategic Framework</u> Encourage efficient land development	<ul style="list-style-type: none"> • Work toward the citywide development of sustainable, or "green" buildings that use renewable energy and conserve energy through design, location, construction and operation, while increasing the comfort, health and safety of the people who live and work in them • Conserve and restore natural and imported resources, such as energy, land, wildlife, biodiversity, open space, soils, geographical features, air quality, and water quality and supply through efficient land use patterns • Increase landscaping and emphasize the use of deciduous trees and native plants to conserve energy, water and reduce urban runoff 	<ul style="list-style-type: none"> • Consistent. The proposed project would place the north lawn core facility and the northern parking garage underground (with turf as cover), which would conserve energy usage and reduce urban heat island effect, and eliminate most of the surface parking on site. Natural ventilation and light would be encouraged through the use of light wells. • Consistent. The proposed project would be constructed on a site that already is partially developed, and would include underground parking and multi-story structures to minimize the horizontal extent of development and disturbance of natural resources. The project applicant would implement an Exotic Species Removal Plan and Habitat Management Plan as discussed in Section 5.3, <i>Biological Resources</i>, to enhance the proposed open space on site. • Consistent. Landscaping is proposed throughout the site. Native and drought tolerant species would be seeded and planted throughout the site.
<u>Strategic Framework</u> Increase middle-income employment opportunities	<ul style="list-style-type: none"> • Preserve areas for middle-income employment uses including manufacturing, research and development, distribution and wholesale trade • Identify additional areas for the location of middle-income uses 	<ul style="list-style-type: none"> • Consistent. The proposed project would provide employment opportunities for researchers and support staff. • Consistent. The proposed project would provide for new scientific research and support opportunities, which are typically middle-income positions.

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Table 5.1-1 (cont.)
 PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
<u>UNIVERSITY COMMUNITY PLAN</u>		
<u>Overriding Plan - Overall Community</u> Create a physical, social and economic environment complementary to the University of California at San Diego and its environs and the entire San Diego metropolitan area		<ul style="list-style-type: none"> • Consistent. The proposed project would complement research activities at UCSD, through the Institute's continued strong relationship with the University and the ongoing provision of educational and employment opportunities for UCSD graduate students. The proposed project also would benefit the entire San Diego metropolitan area by allowing the Institute to continue its world-renowned scientific endeavors and attracting to the region some of the most prestigious researchers in the field of biological studies.
<u>Overriding Plan - Overall Community</u> Develop the University area as a self-sufficient community offering a balance of housing, employment, business, cultural, educational and recreational opportunities		<ul style="list-style-type: none"> • Consistent. The proposed project would offer expanded employment uses and would provide temporary residential quarters and daycare facilities for the benefit of Institute employees. The north lawn area would continue to be available for informal recreational activities by employees. Cultural activities would continue to be sponsored by the Institute as originally envisioned by Jonas Salk. Employees would continue to benefit from the Institute's strong relationship with UCSD and the Institute would continue to provide educational and employment opportunities for UCSD graduate students.

Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Overriding Plan - Housing</u> Provide a broad range of housing types and costs to accommodate various age groups, household sizes and compositions, tenure patterns (renter/owner-occupied), and income levels		<ul style="list-style-type: none"> • Consistent. As an accessory use to the scientific research land use, the proposed project would include temporary housing quarters for visiting scientists, or transitional housing for recently hired employees who are seeking permanent housing in the area.
<u>Overriding Plan - Housing</u> Encourage housing for students and employees of the University and life sciences-research facilities		<ul style="list-style-type: none"> • Consistent. The proposed project would include temporary housing quarters for visiting scientists or recently hired employees at the Institute.
<u>Overriding Plan - Housing</u> Encourage a mixture of residential, commercial, and professional office uses		<ul style="list-style-type: none"> • Consistent. The proposed project would add scientific research space, support facilities, a daycare center and temporary housing quarters to its existing research facilities.

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Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Overriding Plan - Housing</u> Encourage the provision of nonstructured recreation areas such as open grassed playing fields		<ul style="list-style-type: none"> • Consistent. The north lawn area would continue to be available for informal recreation by Institute employees.
<u>Overriding Plan - Employment</u> Promote job opportunities within the University community		<ul style="list-style-type: none"> • Consistent. The proposed project would provide expanded job opportunities for researchers and support staff as discussed in Section 6.0 of this report.
<u>Overriding Plan - Open Space</u> Preserve the natural environment including wildlife, vegetation and terrain		<ul style="list-style-type: none"> • Consistent. The project proposes an open space dedication to preserve the site's most sensitive resources, including native habitats and steep slopes.

Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Overriding Plan - Public Facilities and Services</u> Insure that schools, parks, police and fire protection, sewer and water, library and other public facilities are available concurrently with the development which they are to serve</p>		<ul style="list-style-type: none"> • Consistent. As described in Section 6.3, <i>Effects Found Not To Be Significant</i>, the proposed project would not have a significant adverse impact on public services. Sewer and water service connections would be extended to the new facilities from existing facilities at the Salk Institute Road/North Torrey Pines Road intersection.
<p><u>Overriding Plan - Transportation</u> Encourage alternative modes of transportation by requiring developer participation in transit facility improvements, the Intra-Community Shuttle Loop and the Light Rail Transit system</p>		<ul style="list-style-type: none"> • Consistent. The existing Coaster shuttle and bus stops on the Institute property, from which employees are transported to the Sorrento Valley Coaster station, would not be affected by the proposed project. The Institute would continue its coordination with transit providers.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Overriding Plan - Community Environment</u> Minimize the impact of aircraft noise and the consequences of potential aircraft accidents		<ul style="list-style-type: none"> Consistent. As described under Issue 4 of this section, the proposed project would not result in adverse impacts related to aircraft noise or safety because the site is outside of the 60 dB CNEL noise contour for MCAS Miramar and not within an accident potential zone.
<u>Overriding Plan - Community Environment</u> Foster individuality and identity of area throughout the community		<ul style="list-style-type: none"> Consistent. The Institute is an important architectural landmark. The proposed structures would feature a similar architectural style and building materials as the existing structures.
<u>Overriding Plan - Community Environment</u> Insure that the physical development of the community takes advantage of the site and terrain		<ul style="list-style-type: none"> Consistent. The proposed project would avoid impacts to steep slopes, would place structures on more gently sloping areas and would step structures down with the natural slope of the existing topography.

000611

Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Overriding Plan - Community Environment</u> Encourage architectural styles and building forms suited to San Diego's landscape and climate		<ul style="list-style-type: none"> • Consistent. The proposed design guidelines encourage architectural design on the site to take advantage of the coastal climate through use of daylighting strategies such as light wells, interior courts, arcades and deep recessed glazing. Operable windows also are encouraged.
<u>Overriding Plan - Community Environment</u> Limit traffic conditions which produce congestion and air pollution		<ul style="list-style-type: none"> • Consistent. The proposed project would be consistent with the Development Intensity Element of the Community Plan, and the only unmitigable traffic impact would occur at a freeway intersection which would experience degraded LOS even without the proposed project. Pollutant emissions associated with project traffic would be below stated thresholds, as described in Section 5.6. <i>Air Quality</i>, and the emissions have been anticipated in the State Implementation Plan (SIP).
<u>Urban Design Linkage Objective:</u> Ensure that retrofitted and future transit stops optimize convenience and safety of riders and contribute to the functional and aesthetic quality of the community	<p>Accomplished by:</p> <ul style="list-style-type: none"> • Ensuring that every new project, project addition or plan amendment request address the potential location of an integrated transit stop (within private property). An integrated transit stop is one that is designed as part of the architecture and site plan of a project. Integrated stations should be highly visible from the public street, adjacent to the most active uses within a project 	<ul style="list-style-type: none"> • Consistent. A Coaster shuttle and bus stop already exists on the Institute property and would not be affected by the proposed project. The stops are located along the site's frontage with North Torrey Pines Road, a highly visible location where the bus route occurs. An integrated transit stop cannot be executed effectively on the Institute campus because of existing utilities, topographic variations, planned landscaping and an eight-foot elevation difference between the street and the Torrey East Building, which would preclude visibility of the station from the street.

Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Urban Design</u> <i>Torrey Pines Subarea</i> <i>Objective:</i></p> <p>Protect and take maximum advantage of the Torrey Pines subarea's topography and unique natural vegetation</p>	<p>Accomplished by:</p> <ul style="list-style-type: none"> • Insuring that developments do not intrude into the designated open space areas • Requiring clustering of buildings and surface parking areas to avoid intrusion into areas of scenic or biological value. Developments should convey a park-like, open character to be achieved by limiting man-made construction, alterations and intrusions into natural terrain. Thirty to forty percent of the total land area within a project site should remain in open space uses • Preserving existing mature trees. When feasible, development should occur around and in between mature trees. If that is not feasible, consideration should be given to moving trees into temporary nurseries during construction 	<ul style="list-style-type: none"> • Consistent. The Community Plan designates the entire project site for scientific research use, and the project would be consistent with the Community Plan land use designation. No open space areas are designated on site; nonetheless, the project would leave <u>5-57.82</u> acres undeveloped and dedicate <u>3-221.27</u> of those acres as MHPA as discussed in Section 5.3, <i>Biological Resources</i>. • Consistent. The proposed project would include underground parking and other design features to retain <u>5-57.82</u> acres of undeveloped land, consisting ofincluding the site's most sensitive resources (native habitats and steep slopes). Although less than 30 to 40 percent of the total land area on site, this <u>5-57.82</u> acres is greater than the impacts to sensitive habitat caused by the proposed development (<u>±80.08</u> acres). Supplemental landscaping would be installed throughout the project site. The continued presence of extensive lawn areas also would contribute to the site's open character. • Consistent. Most of the mature trees on the project site would be retained in place. Although the majority of mature trees along North Torrey Pines Road would be retained, several mature trees in the east parking lot would be removed. It is not feasible to retain them in place since it would make construction of the Torrey East Building, as proposed, infeasible. The mature trees in the east parking lot that are considered historic would be relocated elsewhere on site (see <i>Historical Resources</i>, Section 5.4). Trees within the north mesa parking lot are not tall in stature or mature in age. Trees removed from the north lawn would be replaced. No trees occur on the south mesa.

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Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Urban Design</u> <i>Torrey Pines Subarea</i> <i>Objective:</i> Protect and take maximum advantage of the Torrey Pines subarea's topography and unique natural vegetation (cont.)	<p>Accomplished by:</p> <p>Requiring that projects be developed under Planned Development concepts in compliance with the following criteria:</p> <ul style="list-style-type: none"> a. Avoid destruction of native vegetation, wildlife habitats, geologic landmarks, or known archaeological resources b. Restore or otherwise improve previously graded and/or scarred slopes c. Accommodate development to the natural surface drainage system. Avoid unnecessary alterations to all natural watercourses 	<ul style="list-style-type: none"> • Consistent. The proposed project would minimize impacts to native vegetation communities. Approximately 5-57.82 acres of undeveloped area would remain on site, including the 3-221.27 acres preserved within the expanded MHPA. The site does not contain any known prehistoric archaeological resources or geologic landmarks. • Consistent. The only previously graded slope on site was created by the City of San Diego near the southwest property boundary over 20 years ago during the installation of a storm drain outlet structure. The proposed project would not affect that slope. • Consistent. The proposed project would not affect any natural watercourse on the property.

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Table 5.1-1 (cont.)
 PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Urban Design</u> <i>Torrey Pines Subarea</i> <i>Objective:</i></p> <p>Protect and take maximum advantage of the Torrey Pines subarea's topography and unique natural vegetation (cont.)</p>	<p>Accomplished by:</p> <p>d. Ensure zero increase in run-off by preparing a storm water management plan</p> <p>e. Use the structural quality of the soils as a determinant of construction type. Incorporate appropriate mitigations for all identified geologic problems. Avoid reliance on engineering solutions to identified geologic problems where alternative siting would reduce grading requirements</p> <p>f. Use open or embedded foundation types adapted to hillside conditions. Avoid use of standard prepared pads on slopes above 25 percent</p>	<ul style="list-style-type: none"> • Consistent. As described in Section 5.8, <i>Hydrology/Water Quality</i>, the proposed project would decrease runoff by constructing fewer areas of impervious surfaces than currently exist and would implement recommendations in the Water Quality Technical Report. • Consistent. As described in Section 5.9, <i>Geology</i>, there are no geologic hazards on site that would require unique engineering solutions. • Consistent. The proposed project would not impact any steep hillsides above 25 percent.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Urban Design</u> <i>Torrey Pines Subarea</i> <i>Objective:</i></p> <p>Protect and take maximum advantage of the Torrey Pines subarea's topography and unique natural vegetation (cont.)</p>	<p>Accomplished by:</p> <ul style="list-style-type: none"> • Insuring that street landscaping on North Torrey Pines Road include primarily eucalyptus or Torrey Pine trees to maintain the existing landscape theme. Such trees should be planted in the parkway with non-contiguous sidewalks where feasible • Planting trees in dense clusters to preserve and enhance the existing wooded character of this subarea • Retaining existing parkway trees along North Torrey Pines Road • Consolidating auto access into developments adjoining North Torrey Pines Road, to minimize removal of existing trees and other significant natural vegetation • Insuring that future development does not contribute to erosion, geologic instability or alteration of natural landforms along canyon bluffs or cliffs 	<ul style="list-style-type: none"> • Consistent. Many of the existing eucalyptus trees along this roadway also would be retained, and additional eucalyptus trees would be installed on both sides of the existing non-contiguous sidewalk along North Torrey Pines Road. Torrey Pine trees are planned for other areas of the campus landscaping. • Consistent. Many of the existing trees on site would be retained. Trees would be planted in clusters or dense formal plantings around the newly developed portions of the site. • Consistent. Most of the existing parkway trees along North Torrey Pines Road would be retained. These trees would be supplemented with additional trees after the Torrey East Building is constructed. • Consistent. No automobile access would be provided to the project site directly from North Torrey Pines Road that would cause the removal of trees or natural vegetation. • Consistent. Erosion would be addressed through the implementation of BMPs outlined in the Water Quality Technical Report. As discussed in Section 5.9, <i>Geology</i>, the natural slopes would be sufficiently stable to support the proposed structures, and no steep slopes would be graded by the project. No bluffs or cliffs occur on site.

Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Urban Design</u> <i>Torrey Pines Subarea</i> <i>Objective:</i></p> <p>Minimize the total amount of impervious surfaces such as parking, driveways, terraces, patios, tennis courts and other similar facilities</p>	<p>Accomplished by:</p> <ul style="list-style-type: none"> Locating parking areas on slopes below 25 percent and hidden from visibility from the roadways. All parking should be placed behind or under buildings, in structures, or the parking lots should be shielded from roadway view by an elevation difference and landscaping. Driveways should intersect a road at or near a 90 degree angle 	<ul style="list-style-type: none"> Consistent. No development (including parking areas) is proposed on slopes exceeding 25 percent. The proposed project would replace existing surface parking along North Torrey Pines Road and Torrey Pines Scenic Drive with structures, courtyards and associated landscaping. The majority of the new parking spaces on the site would be underground. A few surface spaces would be created near both the daycare facility and the temporary housing, along the proposed private driveway. Surface parking spaces would be screened from public view by intervening structures or landscaping. Entrances to the site would intersect the adjoining roadways at 90-degree angles.
<p><u>Urban Design</u> <i>Torrey Pines Subarea</i> <i>Objective:</i></p> <p>Insure visual and physical access to natural canyons, resource areas and scenic vistas</p>	<ul style="list-style-type: none"> Avoiding walling off views from public roadways through inappropriate landscaping, siting of development, or unnecessary use of block walls or other solid fencing 	<ul style="list-style-type: none"> Consistent. The Salk Community Center Building would be constructed on the lowest elevation of the north mesa while the underground parking structure would be placed on the upper portion of the mesa. An approximately 360-foot wide view corridor would be created on site over the underground parking garage. This arrangement of structures would ensure that views of the ocean and scenic coastal areas across the site from Torrey Pines Scenic Drive would be preserved and not walled off from the adjacent public road. No significant impacts to views from North Torrey Pines Road would occur since the ocean and natural habitat areas are not visible from the segment of road adjacent to the project site.

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Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Urban Design</u> <i>Torrey Pines Subarea</i> <i>Objective:</i></p> <p>Insure visual and physical access to natural canyons, resource areas and scenic vistas (cont.)</p>	<p>Accomplished by:</p> <ul style="list-style-type: none"> • Massing structures so as to preserve view corridors west to the ocean. Higher intensities should occur in less steep areas • Requiring pedestrian and bicycle public access paths to scenic viewpoints as a condition of building permit approval. Path entrances should be clearly visible from the public street, and open at all times. The access path should terminate at a point offering scenic vistas of coastal bluffs or other natural features. The path terminus should be relatively flat and allow bicycles to be parked side-by-side. If possible, pedestrian and bicycle paths should be continuous along the rims of canyons to further maximize public views and enjoyment 	<ul style="list-style-type: none"> • Consistent. The proposed Salk Community Center Building would be massed at the lowest portion of the north mesa so as to preserve a 360-foot wide view corridor across the underground parking garage to the ocean and scenic coastal areas. Although it would encroach into views of the ocean and coast available from a segment of Torrey Pines Scenic Drive, the proposed design and design guidelines would remove existing visual clutter from the view corridor, place the parking garage below grade, limit the heights of walls and landscaping within the view corridor and preserve visual access in the area. See additional discussion on this issue in Section 5.2, <i>Visual Quality/Neighborhood Character</i>. • Consistent. A new five-foot wide sidewalk extension is proposed within the right-of-way for Torrey Pines Scenic Drive to the western property boundary, which would improve access to the Torrey Pines City Beach and the Torrey Pines Gliderport. No public pedestrian or bike paths are proposed on site.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Urban Design</u> <i>Torrey Pines Subarea</i> <i>Objective:</i> Insure that massing of structures and design detail of new buildings contribute to a visually coherent streetscape	Accomplished by: <ul style="list-style-type: none"> Staggering individual buildings to maintain view corridors and achieve height and setback variations that fit better into rolling topography. Lower rise buildings should be closer to the street and the periphery of the site, while taller buildings should be towards the center of the development 	<ul style="list-style-type: none"> Consistent. Site topography is a level mesa and not rolling in form. The aboveground buildings visible from public roadways would be lower in stature than the original laboratory building. The north lawn core facility would be constructed in a basement configuration below grade and would not affect the streetscape. The daycare facility and temporary housing would not be visible from a public roadway. The Torrey East Building would be massed away from North Torrey Pines Road. Although the Salk Community Center Building on the north mesa would be closer to the street than existing structures and not lower in stature than other proposed buildings, it would be arranged in a fashion that would preserve a 360-foot wide view corridor along Torrey Pines Scenic Drive that parallels the site. Implementation of the design guidelines would ensure that a visually coherent streetscape would be created and views would be enhanced.

Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Urban Design</u> Torrey Pines Subarea Objective:</p> <p>Insure that massing of structures and design detail of new buildings contribute to a visually coherent streetscape (cont.)</p>	<p>Accomplished by:</p> <ul style="list-style-type: none"> • Designing structures to create smooth transitions in form, height and scale between adjacent buildings, as well as with the character of the entire Torrey Pines subarea • Using major variations in the planes of wall surfaces, e.g., angled or recessed walls and pronounced architectural elements and techniques to avoid a boxy square building • Interlocking structures with hillside contours and vegetation. Irregular architectural edges and plantings at the base of buildings can help achieve a smooth transition into rolling topography • Recognizing the cumulative visual effect of roofs when viewed from above or below. Slanting, pitched, or other varied roof forms are more compatible with sloping topography. Spanish style red tile roofs or other bright colors are not recommended in the Torrey Pines subarea. Earth tone roofs and buildings are better suited to the natural character of the area 	<ul style="list-style-type: none"> • Consistent. The proposed buildings would be similar in form, height and scale to the existing buildings on site and in the project area, and would complement the scientific research character of the Torrey Pines subarea. • Consistent. The project design and design guidelines contain architectural interest through the use of recessed walls and articulated facades. • Consistent. The proposed project would feature plantings at the base of buildings to provide a visual transition to the adjacent open space and off-site finger canyon. • Consistent. Roofs for the proposed buildings would be flat and would step down with topography. Cool roofing assemblies would include light-colored ballasts and would coordinate with the material and color of the proposed buildings. No tile roofs would be permitted.

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Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Urban Design</u> <i>Torrey Pines Subarea</i> <i>Objective:</i></p> <p>Insure that massing of structures and design detail of new buildings contribute to a visually coherent streetscape (cont.)</p>	<p>Accomplished by:</p> <ul style="list-style-type: none"> Encouraging a compatible variety of materials and textures but avoiding reflective surfaces; metallic detailing, "gimmicky" architectural themes and highly contrasting color combinations because they are inconsistent with the natural character of the Torrey Pines subarea Screening from public view all mechanical equipment, trash storage, service areas and utility appurtenances. Screening devices may include walls, doors or landscaping Designing signs as integral parts of developments. Corporate symbols or logos should be used rather than corporate names. Such logos should not be located on the roof of a building nor be freestanding on a pole. Project identification and directional signage including building address numbers should be placed in locations clearly visible from the public street. Such numbers should also be of a size and height convenient to the motorist. Permitted number and size of signs should conform to the City's Sign Regulations 	<ul style="list-style-type: none"> Consistent. The proposed project would be constructed using materials similar to those currently used on site. No reflective surfaces or other bright-colored materials are proposed. Consistent. All mechanical equipment would be screened from public view using walls and/or landscaping. Where possible, new mechanical equipment would be integrated into existing building footprints. A loading and trash/recycling area is proposed at the south end of the Torrey East Building and would be screened by a 12-foot high architectural concrete wall and steel fencing, which would, in turn, be screened with landscaping. Consistent. Signage for the Institute campus exists along North Torrey Pines Road and would not be modified as part of the proposed project. New signage would be limited to building identification and would conform to the City's signage regulations in the SDMC and the Salk Institute signage program contained in the design guidelines.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Development Intensity</u> Develop an equitable allocation of development intensity among properties, based on the concept of the "urban node"	<ul style="list-style-type: none"> Development at the Institute (Subarea 1) is limited to 500,000 square feet of scientific research use on 26.88 acres. The definition used in the Zoning Ordinance shall apply when calculating square footage The purpose of the CPIOZ "A" will be to limit uses and development intensity to the levels specified in the Land Use and Development Intensity Table 	<ul style="list-style-type: none"> Consistent. The proposed project would result in a total of 500,000 gross square feet of floor area. Consistent. The proposed project would not exceed the square footage specified in the Land Use and Development Intensity Table and would amend existing permits and obtain an SDP/PDP/CDP and VTM to permit all proposed uses.
<u>Development Intensity</u> Provide a workable circulation system which accommodates anticipated traffic without reducing the Level of Service below "D"		<ul style="list-style-type: none"> Inconsistent. As described in Section 5.5, <i>Traffic/Circulation</i>, the proposed project would not cause LOS to reduce below D, and traffic impacts would be mitigated to below a level of significance, with the exception of the intersection at the I-5/Genesee Avenue interchange. The project's contribution to delays at this intersection would result in direct and cumulative impacts; these impacts would be significant and unmitigable due to the uncertainty surrounding the implementation of planned intersection improvements.
<u>Housing/Residential</u> Increase the consumer's freedom of choice in terms of tenure and type of housing available		<ul style="list-style-type: none"> Consistent. The proposed project would provide temporary and transitional housing units for visiting researchers and newly hired staff.

Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Industrial</u> Insure that industrial land needs as required for a balanced economy and balanced land use are met consistent with environmental considerations	<ul style="list-style-type: none"> Recommend drought-resistant landscaping in all new industrial development and retain or revegetate canyon areas and adjacent slopes with native species 	<ul style="list-style-type: none"> Consistent. Native and/or non-invasive species would be used in all disturbed areas outside of the buildings where they interface with undeveloped land or MHPA.
<u>Industrial</u> Encourage development of industrial land uses that are compatible with adjacent non-industrial uses and match the skills of the local labor force	<ul style="list-style-type: none"> For compatibility with MCAS Miramar, projects should be consistent with the ALUCP Maximize the effectiveness of buffer zones along adjacent non-industrial land uses and major roadways by means of increased distance, topographic relief, sensitive landscaping or a combination of these factors. Based on previous City Council approved permits, a precedent has been established for a 100-foot landscaped buffer to be maintained between residential and industrial land uses New projects or major additions to projects should provide an outdoor seating area for employees Conditionally reduce parking requirements for industrial establishments that provide incentives for alternative forms of transportation (car-pools, shuttle buses, bicycles, or mass transit). The ongoing implementation of these programs could be assured through development agreements 	<ul style="list-style-type: none"> Consistent. As described under Issue 4 of this section, the proposed project would be consistent with the ALUCP. Consistent. All proposed scientific research buildings would be a minimal distance of approximately 700 feet from any residential land uses, and landscaping would be enhanced along the property line to further reinforce the buffer. Public roads and a private driveway would also provide separation between off-site uses and proposed buildings. Consistent. The proposed project would provide numerous outdoor seating areas for employees. Consistent. The proposed project would be consistent with the City's parking requirements, as described in Section 5.5, <i>Traffic/Circulation</i>. The project would continue to offer incentives to its employees for use of alternative transportation as described in Section 5.5 and in Appendix D to this EIR.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Industrial</u> Encourage development of industrial land uses that are compatible with adjacent non-industrial uses and match the skills of the local labor force (cont.)	<ul style="list-style-type: none"> In order to maintain the present quality and cohesiveness of existing scientific research parks, the development designs and proposed land uses should be carefully reviewed in these areas 	<ul style="list-style-type: none"> Consistent. The proposed project has been the subject of extensive City staff review, which will be followed by public and decision-maker review.
<u>Industrial</u> Emphasize the city-wide importance of and encourage the location of scientific research uses in the North University area because of its proximity to UCSD		<ul style="list-style-type: none"> Consistent. The proposed project would allow the Institute to develop new and expanded scientific research facilities consistent with the institutional missions of the Institute. There are numerous programs in place that link the Institute to UCSD, which would continue in the future.
<u>Open Space and Recreation</u> Preserve the natural resources of the community through the appropriate designation and use of open space. Major topographic features and biological resources should be preserved as undeveloped open space	<ul style="list-style-type: none"> Except as necessary to provide adequate fire buffers around structures, the natural vegetation on slopes should be retained. Disturbed slopes should be revegetated with native flora 	<ul style="list-style-type: none"> Consistent. The MHPA dedication area corresponds to all native habitats on site that would not be affected by existing or future Zone 1 brush management requirements. Slopes created during grading would be revegetated with native species where they interface with the open space.

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Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Open Space and Recreation</u> Establish an open space system that will utilize the terrain and natural drainage system to guide the form of urban development, enhance neighborhood identity and separate incompatible land uses</p>	<ul style="list-style-type: none"> It is recommended that planned developments be used in developing hillsides to permit clustering the structures on the more level areas and to reduce grading In steep terrain, padded areas should be made in smaller increments to minimize bank height and level areas should be created more by building structures than by grading. The creation of standard, level building pads should be avoided. As a general guideline, only a small portion (10 percent) of the slopes with 25 percent or greater gradients should be graded Development, alteration or grading of natural landforms should not occur along bluffs or cliffs, within drainage canyons, or on slopes of 25 percent or greater in the Coastal Zone The design of hillside developments should relate to the existing topography and should be compatible with the scale and character of surrounding development. Attention should be given to building scale, roof design, materials and color. Visual access to open space areas from public roadways should be maintained 	<ul style="list-style-type: none"> Consistent. All structures would be built on the more level portions of the site that are less than 25 percent slope (i.e., that are not steep hillsides). Consistent. The proposed project would not grade any steep hillsides. Consistent. The proposed project would not result in any grading of slopes over 25 percent (i.e., steep hillsides) and would not affect any natural drainages, bluffs or cliffs. Consistent. No hillside development is proposed. Grading and development would descend with the natural terrain in the area. Proposed structures would be compatible with the scale and character of surrounding development, as discussed under Issue 1 in Section 5.2, <i>Visual Quality/Neighborhood Character</i>. No visual access to open space areas currently exists along Torrey Pines Scenic Drive.

Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Open Space and Recreation</u> Promote public health and safety by designating areas with high potential for landslides, earthquake faults or aircraft accidents as open space	<ul style="list-style-type: none"> Development on slopes or near bluffs should not contribute to erosion or geologic instability of the site or adjacent properties. A detailed drainage plan should be required for all new bluff top development. Any geologic constraints to development should be identified prior to project approval 	<ul style="list-style-type: none"> Consistent. No development is proposed on slopes or near bluffs. No geologic constraints to development exist, as discussed in Section 5.9, <i>Geology</i>. A preliminary drainage study has been prepared. The proposed project would retain existing drainage patterns, would result in a net decrease in the amount of impervious surface area (with a slight net increase in runoff generation) and would incorporate appropriate short- and long-term BMPs. See Section 5.8, <i>Hydrology/Water Quality</i>, for more discussion.
<u>Open Space and Recreation</u> Develop a linkage system to connect recreational and natural open space areas throughout the community	<ul style="list-style-type: none"> Open spaces within residential or commercial developments should be linked, wherever feasible, to nearby parks or open space canyons. The design of the projects should encourage access to recreational areas by means of pedestrian and bicycle movement 	<ul style="list-style-type: none"> Consistent. New sidewalk linkages are proposed internal to the project that would link new development with existing sidewalks in the area. A five-foot wide sidewalk extension is proposed within the right-of-way for Torrey Pines Scenic Drive to the western property boundary.
<u>Noise</u> Minimize and avoid adverse noise impacts by planning for the appropriate placement and intensity of land uses relative to noise sources	<ul style="list-style-type: none"> The development of land uses incompatible with the SANDAG study or subsequent similar studies on aircraft noise should be prohibited 	<ul style="list-style-type: none"> Consistent. As described under Issue 4 of this section, the proposed project would be compatible with the noise levels and ALUCP for MCAS Miramar.

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Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Safety</u> Protect the public health and safety by guiding future development so that land use is compatible with identified geologic risks, including seismic and landslide hazards	<ul style="list-style-type: none"> When geologic hazards are known or suspected, a geologic reconnaissance should be performed prior to project approval to identify development constraints 	<ul style="list-style-type: none"> Consistent. A geologic reconnaissance was prepared, as well as a fault study and slope stability analysis, as described in Section 5.9, <i>Geology</i>. No unique hazards exist on site that would preclude development.
<u>Safety</u> Ensure that proposed development does not create or increase geologic hazards either on- or off-site	<ul style="list-style-type: none"> Maintain the natural drainage system and minimize the use of impervious surfaces. Concentrations of runoff should be adequately controlled to prevent an increase in downstream erosion. Irrigation systems should be properly designed to avoid over-watering Graded slopes should be revegetated with native or drought-tolerant species to restore pre-development drainage conditions 	<ul style="list-style-type: none"> Consistent. No natural drainage systems would be impacted by the proposed project. A portion of the runoff would be directed through a vegetated swale. Runoff would be adequately controlled by the existing storm drain system in place. The project would implement BMPs, as described in Section 5.8, <i>Hydrology/Water Quality</i>, to prevent erosion and sedimentation effects. Consistent. All graded slopes interfacing with the on-site open space would be revegetated with native species. Minimal changes in the drainage conditions would occur.
<u>Safety</u> Promote public safety by taking into account aircraft accident potential in the placement of structures and activities	<ul style="list-style-type: none"> New projects in the community should be reviewed by the City for compatibility with established Accident Potential Zones as delineated in the MCAS Miramar CLUP or subsequent similar documents 	<ul style="list-style-type: none"> Consistent. As described under Issue 4 of this section, the proposed project would be consistent with the ALUCP.

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Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Resource Management</u> Preserve the community's natural topography, particularly in the coastal zone and in major canyon systems	<ul style="list-style-type: none"> Canyons, hillsides and natural drainage systems should be preserved. Grading should be kept to a minimum, particularly adjacent to designated open space areas 	<ul style="list-style-type: none"> Consistent. The proposed project would avoid any impacts to steep hillsides or slopes and natural drainages. The bulk of grading would involve excavations for subsurface structures and would not alter the natural topography of the site. No designated open space areas exist on site.
<u>Resource Management</u> Increase accessibility to the beaches and shoreline in a manner compatible with resources preservation		<ul style="list-style-type: none"> Consistent. The proposed project would not affect existing beach access at Torrey Pines City Park and would construct a new five-foot wide sidewalk extension within the right-of-way for Torrey Pines Scenic Drive to the western property boundary.
<u>Resource Management</u> Protect biological resources through the wise management and use of the community's natural open space and parks	<ul style="list-style-type: none"> Native vegetation should be retained wherever feasible to reduce erosion, to preserve native species and representative habitats, and to buffer open space parks and canyons from urban encroachment. Disturbed areas should be revegetated with native flora 	<ul style="list-style-type: none"> Consistent. The proposed MHPA dedication area contains all native habitats on site that would not be affected by existing or future Zone 1 fuel modification. The expansion would provide dedicated open space for the MHPA on site. Disturbed areas would be revegetated with native or naturalized species, which would require minimal to no irrigation.

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Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Resource Management</u> Contribute to the maintenance or improvement of regional water quality by controlling siltation and urban pollutants in runoff	<ul style="list-style-type: none"> Development should minimize erosion and sedimentation. If a project site is on or adjacent to sloping lands, drainage systems should be designed so that the peak rate of runoff for the 10-year frequency storm event will not exceed the rate under undeveloped conditions. Runoff control should be accomplished by catchment basins, siltation traps or detention basins along with energy dissipating measures or by other methods which are equally effective Grading during the rainy season should be avoided wherever possible. Erosion should be minimized by grading in increments during the rainy season and by using temporary erosion control measures. In areas where grading is completed, all disturbed slopes should be stabilized by vegetation or other means prior to the rainy season 	<ul style="list-style-type: none"> Consistent. As described in Section 5.8, <i>Hydrology/Water Quality</i>, the project design would feature a drainage system and BMPs to control erosion and peak runoff. An existing off-site detention basin would capture runoff and dissipate the energy. Consistent. Project construction would be required to implement BMPs to control erosion during and after construction, as described in Section 5.8, <i>Hydrology/Water Quality</i>,
<u>Resource Management</u> Encourage the conservation of water in the design and construction of buildings and in landscaping	<ul style="list-style-type: none"> Building construction should incorporate equipment or devices with low water requirements. Landscaping plans should utilize drought-tolerant plants and efficient watering systems 	<ul style="list-style-type: none"> Consistent. All new plumbing fixtures would be low-flow and energy efficient. Mechanical systems would be climate controlled and rely on economizer cycles and natural cooling. Native species would be seeded and planted in all disturbed areas not covered by buildings or hardscape. Site irrigation would be electronically controlled by state-of-the-art irrigation systems for efficient water use.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Resource Management</u> Reduce energy consumption by requiring energy efficiency in building design and landscaping and by planning for a self-contained community and energy efficient-transportation	<ul style="list-style-type: none"> Development plans should be reviewed for energy conserving features. Site design should maximize opportunities for active and passive heating and cooling by means of appropriate building orientation, solar access and landscaping. Commercial and industrial developments should incorporate measures to increase energy-efficient forms of transportation by supplying bicycle racks, showers, priority parking for car pools, bus stops with support facilities, and other incentives 	<ul style="list-style-type: none"> Consistent. Energy-efficient fixtures and insulated glazing would be installed in all new buildings. As described in Section 3.2.4.9, <i>Circulation/Parking</i>, the Institute currently implements an extensive public transportation program, which would continue under the proposed project. In addition, new bike racks and showers would be integrated into various areas of the campus. The Institute would also continue the "free bike" program with UCSD where employees can borrow a bike to access the University campus, rather than drive.
<u>Resource Management</u> Provide for the identification and recovery of significant paleontological resources	<ul style="list-style-type: none"> Impacts to paleontological resources should be identified and mitigated, if necessary, through the environmental review process 	<ul style="list-style-type: none"> Consistent. As described in Section 5.10, <i>Paleontological Resources</i>, potential impacts to paleontological resources would be reduced below a level of significance through the implementation of construction monitoring measures.

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Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Resource Management</u> Ensure the effective preservation and management of significant archaeological and historic resources	<ul style="list-style-type: none"> Potential impacts to archaeological resources should be identified during the permit process. If the impact of the proposed development is determined to be significant, mitigation measures should be determined by a qualified archaeologist and required as a part of project approval 	<ul style="list-style-type: none"> Consistent. No prehistoric archaeological resources are known to exist on site, therefore no related impacts are expected as described in Section 5.4, <i>Historical Resources</i>. However, if such resources are encountered on site, impacts would be significant and fully mitigated as discussed in Section 5.4. Potential impacts to non-prehistoric archaeological resources (i.e., subsurface remains of Camp Callan) also would be fully mitigated as discussed in Section 5.4, and thus the proposed project would be consistent with the Community Plan. While a portion of the historic setting (i.e., the east parking lot landscaping and spatial associations) on the Institute campus would be impacted by the proposed project, those impacts would be sufficiently mitigated. Furthermore, the historic original laboratory building and iconic courtyard setting would be left completely untouched and thus effectively preserved in perpetuity.
LA JOLLA COMMUNITY PLAN		
<u>Visual Resources</u>	<p>Public views from identified vantage points, to and from La Jolla's community landmarks and scenic vistas of the ocean, beach and bluff areas, hillsides and canyons shall be retained and enhanced for public use (see Figure 9 and Appendix G).</p> <p>Public views to the ocean from the first public roadway adjacent to the ocean shall be preserved and enhanced, including visual access across private coastal properties at yards and setbacks.</p>	<ul style="list-style-type: none"> Consistent. The proposed Salk Community Center Building would be visible from the trail leading down to scenic vista #1 within Torrey Pines City Park, but would not be visible within the designated viewshed (see Figure 5.2-13 for a photograph of the view corridor, Figure 5.2-21 for its location relative to the project site and Figure 5.2-29 for the proposed view from the trail). Additional discussion on this issue is provided in Section 5.2, <i>Visual Quality/Neighborhood Character</i>, of this report. Consistent. No views of the ocean or scenic coastal areas are available from the applicable segment of North Torrey Pines Road; therefore, the proposed project would not need to preserve or enhance such views.

Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
<u>NORTH CITY LOCAL COASTAL PROGRAM/LAND USE PLAN</u>		
<u>Visual Resources and Special Communities</u> Protect the visual integrity of future development on the slopes above San Dieguito Lagoon, at the Interstate 5-Carmel Valley Road Intersection and in the Sorrento Valley Industrial Area ¹	<p><u>Goal:</u> To preserve and enhance the unique natural beauty and amenities of the Torrey Pines Community¹</p> <ul style="list-style-type: none"> Protect scenic and visual qualities of coastal areas as a public resource. Development should be designed to protect public views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas and where feasible, to restore and enhance visual quality in visually degraded public areas <p>¹ Policy is provided for consistency with CDP/CUP/HRP No. 90-1140 issued by the City in 1991; policy language is not applicable to the University-La Jolla Community where the project exists.</p>	<ul style="list-style-type: none"> Consistent. The proposed project would not affect any of the scenic or visual qualities on the coastal areas within the Torrey Pines Community. See the policy analysis below for a discussion on project effects on the University-La Jolla Community. Consistent. The proposed project would not affect any public views, natural landforms, character and visual quality within the Torrey Pines Community. See the policy analysis below for a discussion on project effects on views in the University-La Jolla Community.
<u>Public Access</u> Provide public access to Torrey Pines City Beach without adversely impacting the bluffs and environmentally sensitive upland areas	<ul style="list-style-type: none"> Provide public access to the Pacific Ocean in the vicinity of the State beach All shoreline access should mitigate impacts on the bluff and environmentally sensitive upland areas. Physical access should be restricted where not acceptable due to environmental conditions, in exchange for visual access possibilities, view areas, etc. 	<ul style="list-style-type: none"> Consistent. The project would not affect public access to the State or City Beach. A new five-foot wide sidewalk extension is proposed within the right-of-way for Torrey Pines Scenic Drive to the western property boundary. Consistent. No changes to shoreline access in the project area are proposed since the bluffs where access occurs are west of the project site and would be unaffected by the proposed project.

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Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
<u>NORTH CITY LOCAL COASTAL PROGRAM/LAND USE PLAN (cont.)</u>		
<p><u>Locating and Planning New Development</u> Protect archaeological coastal resources on the hillside above Sorrento Valley and La Jolla against degradation through appropriate siting of new development in the Torrey Pines Research Park and the La Jolla Bluffs area</p>	<ul style="list-style-type: none"> A geotechnical report by a registered geologist should be required before a development permit is issued. The report will include: historic cliff erosion, geologic conditions including soil and rock conditions, cliff geometry, landslides, wave and tidal action, ground and surface water conditions and variations, potential effects of the proposed development, and any other factor that may affect slope stability It is recommended that life science/research facilities exclusively be permitted in Subarea 4 To preclude the development of land uses incompatible with the current and protected operations at MCAS Miramar, the CLUP should be utilized as a guideline Development should also protect the existing scenic qualities of North Torrey Pines Road. Because of their distinct visual qualities, the eucalyptus, pine and other mature trees along Torrey Pines Road north of Genesee Avenue should be retained. Access to development adjoining the road should be consolidated and designed to minimize the need for the removal of these trees and other significant vegetation 	<ul style="list-style-type: none"> Consistent. As described in Section 5.9, <i>Geology</i>, a geology report was prepared and there are no slope stability issues associated with project site development. Consistent. The project proposes expansion of existing life science/research facilities in Subarea 4. Consistent. As described under Issue 4 of this section, the proposed project would be consistent with the ALUCP. Consistent. Existing eucalyptus trees along North Torrey Pines Road would be retained and would be supplemented by additional eucalyptus plantings in conjunction with the proposed Torrey East Building. No vehicular access to the site would be provided from North Torrey Pines Road.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
<u>NORTH CITY LOCAL COASTAL PROGRAM/LAND USE PLAN</u> (cont.)		
<p><u>Locating and Planning New Development</u> Protect archaeological coastal resources on the hillside above Sorrento Valley and La Jolla against degradation through appropriate siting of new development in the Torrey Pines Research Park and the La Jolla Bluffs area (cont.)</p>	<ul style="list-style-type: none"> Landscaping should be used to screen buildings and paved areas that break up large surface parking areas. Drought-resistant plant materials should be utilized to the maximum extent possible Building design and signs should be integrated into one architectural plan. Freestanding and roof signs should not be allowed, and monument signs should not exceed eight feet in height including mounding On-site parking should be required to accommodate employees, company vehicles and visitors. Utilization of public transit and car pools may reduce the number of required on-site parking spaces Development, alteration or grading of natural landforms should not occur along bluffs or cliffs, within drainage canyons, or on slopes of 25 percent or greater in order to prevent erosion and protect existing coastal sage communities. Dedicated open space easements should be obtained for these areas. 	<ul style="list-style-type: none"> Consistent. Torrey Pine and eucalyptus trees would be employed to screen buildings. The proposed project would remove large surface parking areas and would underground the majority of on-site parking. Primarily naturalized species would be seeded and planted in all disturbed areas outside of the buildings. Consistent. All signage on the property would be required to conform to the Salk Institute Signage master plan and the SDMC requirements. All signs would be compatible with the architecture of the buildings they identify, and roof signs would not be permitted. Consistent. As described in Section 5.5, <i>Traffic/Circulation</i>, the proposed project would provide a sufficient number of parking spaces in accordance with SDMC requirements. The Institute's existing alternative transportation programs would continue. Consistent. The proposed project would avoid impacts to steep slopes and natural drainages, and would dedicate an open space easement to protect those resources and the sensitive habitats they encompass.

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Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
<u>NORTH CITY LOCAL COASTAL PROGRAM/LAND USE PLAN</u> (cont.)		
<p><u>Locating and Planning New Development</u> Protect archaeological coastal resources on the hillside above Sorrento Valley and La Jolla against degradation through appropriate siting of new development in the Torrey Pines Research Park and the La Jolla Bluffs area (cont.)</p>	<ul style="list-style-type: none"> Other development should provide a drainage system that would limit the rate of runoff and resulting erosion to that which occurs naturally from the existing undeveloped site. Runoff and erosion control, including remedial action for existing developments, should be accomplished by such means as on-site catchment basins, desilting basins, subsurface storm drains and energy dissipating measures at the terminus of the subsurface storm drains Land should be developed in increments of workable size, which can be completed during a single construction season in order to minimize soil exposure. No grading or land alteration should occur during the rainy season. Prior to grading, the developer shall construct an adequate temporary siltation basin to minimize siltation and erosion of adjacent lower properties. All areas disturbed but not completed during the construction season, including graded pads, should be planted and stabilized in advance of the rainy season. All disturbed slopes in a completed development involving grading should be stabilized as soon as possible through planting of appropriate vegetation In the event that significant archaeological or paleontological resources are discovered on sites to be considered for improvement, reasonable mitigation measures, as determined by a professional archaeologist, should be required. Fill dirt will not be considered a suitable means of mitigation 	<ul style="list-style-type: none"> Consistent. As described in Section 5.8, <i>Hydrology/Water Quality</i>, the project design would feature a drainage system and BMPs to control erosion and peak runoff. An existing off-site detention basin would capture runoff and dissipate the flow-related energy. Consistent. The proposed project would be phased, which would minimize the amount of construction that could occur during a single season. As described in Section 5.8, <i>Hydrology/Water Quality</i>, the contractor would implement BMPs outlined in the Water Quality Technical Report to ensure that erosion is minimized. Consistent. No prehistoric archaeological resources are known to occur on site. Mitigation measures contained in Section 5.4, <i>Historical Resources</i>, and 5.10, <i>Paleontological Resources</i>, would ensure that potential impacts to archaeological resources and paleontological resources would be avoided or reduced to below a level of significance.

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Figure 5.2-1

Institute's close proximity to the La Jolla Community, viewpoints and view corridors in the La Jolla Community Plan were addressed in the analysis.

Progress Guide and General Plan

The City's General Plan contains 14 elements: Housing; Transportation; Commercial; Industrial; Public Facilities, Services and Safety; Open Space; Recreation; Redevelopment; Conservation; Energy Conservation; Cultural Resources Management; Seismic Safety; and Urban Design. In addition to these issue-specific elements, the City recently adopted a Strategic Framework Element. The applicable goals and recommendations within elements pertaining to the Institute are summarized below. Specific policy language from the plan is listed in Table 5.1-1, *Project Consistency with Applicable Planning Policies*, in the impact analysis in this section.

Housing Element

The Housing Element specifies programs that are intended to guide the City's commitment to provide for the housing needs of all economic segments of the community. A relevant goal within the Housing Element pertains to the availability of adequate sites for the development of a variety of housing, including rental housing. The policies of the Housing Element state that "the City shall expand housing opportunities by permitting a residential mix with job-producing land uses" (page 177). Housing development sites are, however, to be prohibited in areas lying within areas subject to noise levels greater than 65 decibels (dB) Community Noise Equivalent Level (CNEL), unless appropriate noise insulation is provided.

Transportation Element

The Transportation Element provides the framework for developing a comprehensive transportation system that includes streets, highways and parking to serve vehicular needs; transit, bicycle and pedestrian facilities; and airports, railroads and maritime facilities. The Transportation Element recommends North Torrey Pines Road for designation as a scenic route. Relevant goals include a coordinated, multi-modal transportation system that operates at acceptable levels of service, a reduction of transportation noise to a level that does not constitute a threat to the public health and welfare, and availability of parking facilities sufficient to minimize, if not eliminate, any measurable contribution to traffic congestion.

According to the Transportation Element's guidelines and standards, the objective of street maintenance and improvements should be to minimize heavy traffic congestion (level of service [LOS] E or below) and to increase overall average vehicle speeds. This element also provides the City's standards for land use compatibility with various transportation noise levels. An exterior noise level of 65 dB CNEL is considered acceptable for all residential uses, while a noise level of up to 70 dB CNEL

is acceptable for office buildings. Public use and military airports (specifically including MCAS Miramar) should be protected from encroachment by incompatible land uses that limit the continued usability of airport facilities or unduly constrain orderly development of air transportation. Specifically, building heights and land use intensities beneath airport approach and departure paths are to be limited to protect public safety. With regard to parking, the element recommends that the City encourage private off-street parking facilities to serve intensively utilized areas.

Industrial Element

The Industrial Element contains recommendations for the location of industrial sites. Although the element focuses primarily on manufacturing uses, a relevant goal is ensuring that industrial land needs, as required for a balanced economy and balanced land use, are consistent with environmental considerations.

Open Space Element

The goal of the Open Space Element is to establish an open space system that provides for the preservation of natural resources, managed production of resources, provision of outdoor recreation, protection of public health and safety, and utilization of the varied terrain and natural drainage systems of the San Diego community to guide the form of urban development. Among other things, it recommends that steep hillsides regulations be applied to all areas of the City that meet the criteria for these regulations.

Conservation Element

The Conservation Element includes a number of goals and recommendations for protection and preservation of the region's natural resources, including land, water, mineral, ecological and air resources. The element calls for the wise management and utilization of the City's remaining land resources, and preservation of its unique landforms and the character they impart to San Diego. Relevant guidelines and standards related to this goal include leaving steep hillsides undeveloped or minimally developed, consistent with their special qualities and limitations; keeping grading to a minimum, including retaining existing trees, ground covers and natural drainage systems as much as possible; and controlling runoff, sedimentation and erosion during and after construction.

Relevant goals related to water resources include decreasing reliance on imported water and achieving and maintaining a high level of water quality in all water bodies under City jurisdiction. With regard to vegetation and wildlife, the goals include acceptance of a land ethic that involves the balanced coexistence of man, vegetation and wildlife, and the protection of all wildlife and vegetation that does not constitute a clear and direct danger to man.

Cultural Resources Management Element

The Cultural Resources Management Element provides criteria for identification of important historic and archaeological resources and guidelines for carrying out historical resources management activities. Relevant goals include preserving San Diego's rich historic and prehistoric tradition, including preserving historic resources in number and type, as to successfully evoke the distinctive character of all significant stages of San Diego's history.

Urban Design Element

The Urban Design Element addresses the integration of new development into the natural landscape and existing community. The element sets forth criteria to be used in evaluating discretionary actions with regard to urban design considerations, including the location, size, design and operating characteristics of the site and the proposed development relative to surrounding areas; scale, bulk, coverage and density; generation of traffic; and the capacity and physical character of the surrounding streets. Other relevant guidelines and standards include maintaining the character of undeveloped valleys; canyons and hillsides; using appropriate plant materials and giving careful consideration to environmental factors in the design of landscaping and open space; and promoting harmony in the visual relationships and transitions between new and older buildings.

Strategic Framework Element

The City Council adopted the Strategic Framework Element on October 22, 2002. The element is the first phase in, and provides the overall structure to guide, a comprehensive update of the General Plan. The strategy is intended to determine where and how much new growth and redevelopment occur; specifically, it seeks to target growth in village areas. Policy recommendations relevant to the proposed project include allowing the natural environment to define the City's shape and form, conserving and restoring natural and imported resources, facilitating development patterns that can be served by adequate infrastructure, and encouraging efficient land use and development.

University Community Plan

The Community Plan was adopted in 1987 and reprinted with amendments in 2000. The Community Plan includes 12 elements that address plan policies specific to development within the Community Plan area. The proposed project site is designated for Industrial use (Figure 5.1-2, *Community Plan-Generalized Land Use Plan*). There are four primary subareas within the plan; the Institute is within Subarea #1, Torrey Pines. The majority of the subarea is in public ownership, including Torrey Pines City Park, Torrey Pines Municipal Golf Course, Torrey Pines State Reserve and UCSD. As shown on Figure 5.1-3, *Torrey Pines Subarea #1 Planned Land Uses*, the site is specifically designated for scientific research use. The Community Plan envisions that the Torrey Pines Subarea

will be the most spacious of the four subareas, with low-scale, contemporary buildings set in a space dominated by the natural landscape. The Community Plan seeks to ensure that plans for future development in the Torrey Pines Subarea protects the natural topography and vegetation, and provides for public access to scenic vistas. Community Plan elements and the goals within each element that apply to the Institute are discussed below. Specific policy language from the plan is listed in Table 5.1-1, *Project Consistency With Applicable Planning Policies*, in the Impacts portion of this section.

Urban Design Element

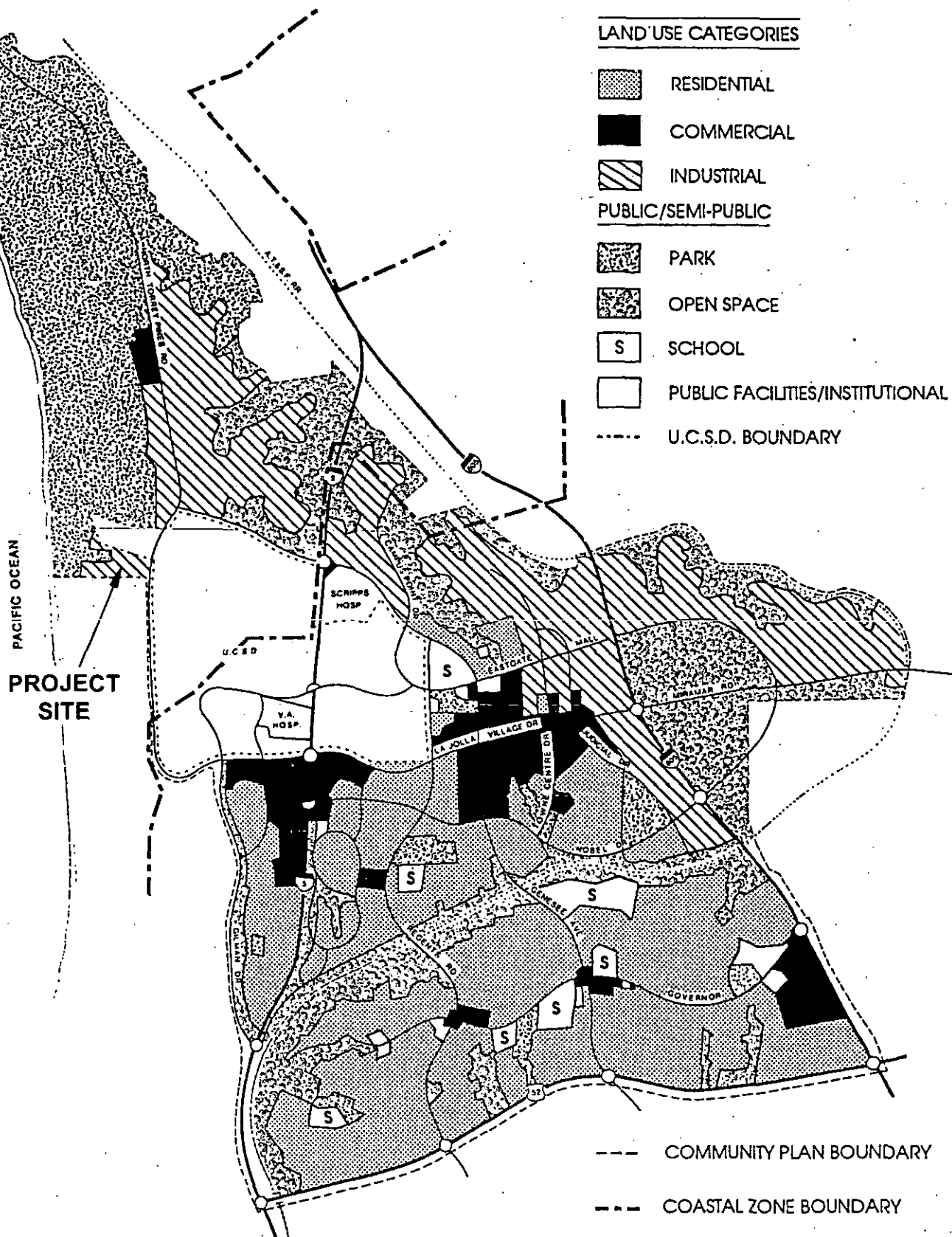
The Urban Design Element of the Community Plan contains policies to guide the character and scale of development within the community. As noted in the plan, the element “defines the relationship of buildings and spaces and provides direction for public street improvements” (page 29). The element is divided into four parts: community vision, overall urban design goals, linkages and urban design criteria. The overall urban design goals for the Community are as follows:

- Improve accessibility and use relationships within the community by establishing well-defined multi-modal linkage systems
- Establish standards that give physical design direction to private developments and public improvements
- Provide for the needs of pedestrians in all future design and development decisions
- Ensure that San Diego’s climate, and the community’s unique topography and vegetation influence the planning and design of new projects
- Ensure that every new development contributes to the public realm and street livability by providing visual amenities and a sense of place

Specific policies from the Urban Design Element of the Community Plan that are applicable to the proposed project are listed in Table 5.1-1.

Transportation Element

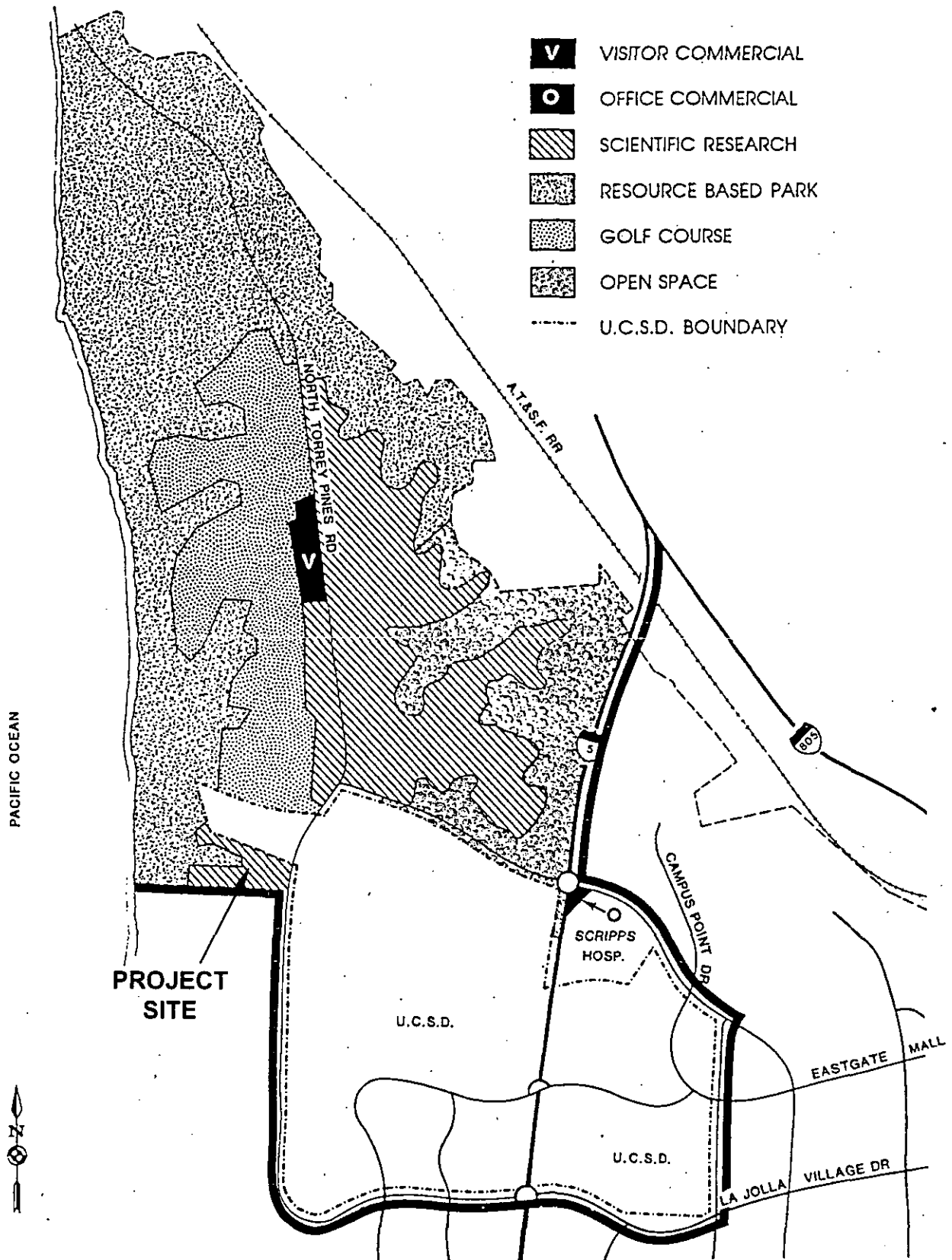
The Transportation Element addresses future roadway improvements, as well as bicycle, pedestrian and transit circulation throughout the community. The primary goal is to provide a network of transportation systems that are integrated, complementary and compatible with other Citywide and regional goals. The Community Plan identifies Torrey Pines Scenic Drive along the Institute’s northern boundary as an urban path that is part of the primary pedestrian network. North Torrey Pines Road along the site’s eastern boundary is identified as an existing Class II bike lane (restricted right-of-way located on the paved road surface and identified by special signs, lane striping and other pavement markings).



Community Plan-Generalized Land Use Plan

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Figure 5.1-2



Source: University Community Plan

Torrey Pines Subarea #1 Planned Land Uses

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Figure 5.1-3

Housing/Residential Element

The Housing/Residential Element is intended to: (1) indicate the appropriate location and density of residential development in the community and (2) address social and economic concerns associated with the design, production and consumption of housing. A relevant goal of this element is to increase the consumer's freedom of choice in terms of tenure and type of housing available.

Development Intensity Element

The Development Intensity Element establishes planning guidelines for the intensity of development based upon traffic projections and the capacity of the Community Plan Circulation Element roadways. The proposed land uses and development intensities are intended to develop an equitable allocation of development intensity among properties and provide a workable circulation system that accommodates anticipated traffic without reducing LOS below "D."

The northern portion of the community, including the Institute, is situated in the Community Plan Implementation Overlay Zone (CPIOZ) "A." The purpose of this overlay zone is to limit uses and development intensity to the levels specified in the Land Use and Development Intensity Table of the Community Plan. Development intensities, measured by square footage or number of dwelling units, were allocated to 101 properties within the community, including the Institute. In the Land Use and Development Intensity Table, the site is listed as consisting of 26.88 gross acres, with a land use and development capacity of 500,000 sf (including existing development) of scientific research use. Development projects within the CPIOZ "A" are subject to ministerial permit review for consistency with the goals and proposals of the Community Plan.

Industrial Element

The Industrial Element includes the following goals of relevance to the proposed project:

- Ensure that industrial land needs as required for a balanced economy and balanced land use are met consistent with environmental considerations
- Encourage the development of industrial land uses that are compatible with adjacent non-industrial uses and match the skills of the local labor force
- Emphasize the city-wide importance of and encourage the location of scientific research uses in the North University area because of its proximity to UCSD

The uses contemplated by the Community Plan within the Scientific Research Zone include research laboratories, supporting facilities, headquarters or administrative offices and personnel accommodations, and related manufacturing activities.

Open Space and Recreation Element

The Open Space and Recreation Element identifies open space areas in the community that should be retained and enhanced, and provides guidelines for their functional integration. A relevant goal of the element is to preserve the natural resources of the community through the appropriate designation and use of open space, including the preservation of major topographic features and biological resources as undeveloped open space. Torrey Pines City Park, to the west of the Institute, is identified as an undeveloped, City-owned park. Existing uses of the park include hang gliding, radio-controlled scale models, and beach-associated recreation. Recommendations for future development of the park are also provided.

Noise Element

The Noise Element of the Community Plan addresses the potential for noise impacts to sensitive receptors as a result of aircraft noise from MCAS Miramar; major transportation routes; and the Atchison, Topeka and Santa Fe (AT&SF) Railroad line. The goals of the element are to (1) minimize and avoid adverse noise impacts by planning for the appropriate placement and intensity of land uses relative to noise sources and (2) provide guidelines for mitigation of noise impacts where incompatible land uses are located in a high noise environment. For transient lodging and research and development offices and laboratories, 70 dB is considered conditionally compatible, provided that indoor noise levels are attenuated to 45 dB and 50 dB, respectively, and that an aviation easement for noise is recorded as a condition of project approval.

Safety Element

The Safety Element addresses geologic hazards and public safety associated with MCAS Miramar. The goals of the Element are as follows:

- Protect the public health and safety by guiding future development so that land use is compatible with identified geologic risks, including seismic and landslide hazards
- Ensure that proposed development does not create or increase geologic hazards either on- or off-site
- Promote public safety by taking into account aircraft accident potential in the placement of structures and activities
- Provide for the safe operation of MCAS Miramar through the preservation of appropriate departure corridors

Resource Management Element

The Resource Management Element addresses the preservation and enhancement of natural resources within the community, including topographic features, biological resources, coastal resources, energy and water supplies, cultural resources and air quality. It includes the following relevant goals:

- Preserve the community's natural topography, particularly in the coastal zone and in major canyon systems
- Protect biological resources through the wise management and use of the community's natural open space and parks
- Contribute to the maintenance or improvement of regional water quality by controlling siltation and urban pollutants in runoff
- Encourage the conservation of water in the design and construction of buildings and in landscaping
- Reduce energy consumption by requiring energy efficiency in building design and landscaping and by planning for a self-contained community and energy-efficient transportation
- Provide for the identification and recovery of significant paleontological resources
- Ensure the effective preservation and management of significant archaeological and historic resources

North City Local Coastal Program/Land Use Plan

The *North City Local Coastal Program/Land Use Plan* (LCP) was approved by the City Council and transmitted to the California Coastal Commission in 1981. The LCP is designed to address the goals, policies and requirements of the California Coastal Act (CCA) of 1976, in relation to the needs and desires of the North City area. The LCP is subdivided to address four communities, with the Institute being in the University/La Jolla community. Issues identified as relevant to the University-La Jolla community include the following:

- Provide public access to Torrey Pines City Beach without adversely impacting the bluffs and environmentally sensitive upland areas
- Resolve conflicting uses at Torrey Pines City Park. Priority should be given to uses which are demonstrably coastal-dependent
- Recognize the fragility of Torrey Pines State Reserve and adjacent canyons (i.e., Indian, Box, Blacks and Sumner)
- Protect archaeological coastal resources on the hillside above Sorrento Valley and La Jolla against degradation through appropriate siting and design of new development in the Torrey Pines Research Park and the La Jolla Bluffs area

The LCP identifies the land use on the project site as Industrial. Specific policy language from the plan applicable to the proposed project is listed in Table 5.1-1, in the Impacts portion of this section. In particular, the LCP contains policies to protect public access to the ocean and shoreline, retain views to the ocean and scenic coastal areas, prevent impacts to archaeological, paleontological and coastal resources, protect the scenic qualities of North Torrey Pines Road and protect natural landforms.

La Jolla Community Plan and Local Coastal Program Land Use Plan

While the project site is within the area addressed by the *University Community Plan* and *North City Local Coastal Program Land Use Plan*, the lands immediately to the south are subject to the *La Jolla Community Plan and Local Coastal Program Land Use Plan*. The most recent amendments to this plan were adopted by the City Council November 4, 2003, and certified by the California Coastal Commission February 19, 2004.

Because the project site is not within the area addressed by the *La Jolla Community Plan*, most of its land use policies do not apply. An applicable community goal, however, is the maintenance of identified public views to and from the natural amenities of La Jolla, such as its open space, steep hillsides, canyons, bluffs, parks, beaches, tidepools and coastal waters, to achieve a beneficial relationship between the natural/unimproved and developed areas of the community. Figure 9 of the plan identifies a public viewshed extending westerly from a point approximately 125 feet southwest of the Institute's southwest boundary (Figure 5.2-21, *Public Vantage Points South of Project Site*). This viewshed looks toward the ocean, and no part of the project site is encompassed by the viewshed. Additionally, the northern portion of Black Gold Road, south of the project site, and Crown Crest Lane are identified as scenic overlooks, where a view over private properties is available from a public right-of-way. La Jolla Farms Road, extending south from Black Gold Road is identified as a scenic roadway, where partially obstructed views are available over private property and down public rights-of-way (refer to Section 5.2, *Visual Quality/Neighborhood Character*, for additional discussion).

Multiple Species Conservation Program

The Multiple Species Conservation Program (MSCP) is a comprehensive habitat conservation planning program for southwestern San Diego County. A goal of the MSCP is to preserve a network of habitat and open space, protecting biodiversity. Local jurisdictions, including the City, implement their portions of the MSCP through subarea plans, which describe specific implementing mechanisms.

The City of San Diego's MSCP Subarea Plan was approved in March 1997. The MSCP Subarea Plan encompasses a plan and process for the issuance of permits under the federal Endangered Species Act, California Endangered Species Act, and the California Natural Communities Conservation Planning Act of 1991. The Implementing Agreement signed by the City, the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG) in July 1997 allows the

City to issue Incidental Take Authorizations under the provisions of the MSCP. Applicable state and federal permits are still required for wetlands and listed species that are not covered by the MSCP. The City has adopted Biology Guidelines that, together with the Environmentally Sensitive Lands (ESL) Regulations and MSCP Subarea Plan, are used to evaluate project impacts and required mitigation. The Biology Guidelines provide for variable mitigation ratios for project impacts for different habitats and the location of the impacted area and proposed mitigation lands relative the Multiple Habitat Planning Area (MHPA) (refer to Section 5.3, *Biological Resources*, for additional discussion).

The MSCP identifies a 56,831-acre MHPA in the City for preservation of core biological resource areas and corridors targeted for preservation. The MHPA is the area within which the permanent MSCP preserve would be assembled and managed for its biological resources. The MHPA is defined in many areas by mapped boundaries, and also is defined by quantitative targets for conservation of vegetation communities, as well as goals and criteria for preserve design. Approximately 0.32 acre of the site is currently within the MHPA (refer to Figure 5.3-3, *MHPA Boundary Adjustment*). Adjustments to the MHPA boundary may be made without amending the Subarea Plan or the MSCP Plan in cases where the new MHPA boundary preserves an area of equivalent or greater biological value. The City makes the final determination regarding the biological value of a proposed boundary change in accordance with the MSCP Plan, with concurrence from USFWS and CDFG. This process, which is part of the proposed project, is described in additional detail in Section 5.3, *Biological Resources*. The project also is subject to the MSCP Land Use Adjacency Guidelines and MSCP mitigation requirements, which may include off-site acquisition, on-site preservation, habitat restoration and/or monetary compensation. The proposed project would not require Take Authorization under the MSCP for listed vernal pool species since none exist on site (see Section 5.3 for additional discussion on the topic).

UCSD 2004 Long Range Development Plan

~~Although not applicable to off-campus property, the University of California, San Diego 2004 Long Range Development Plan (LRDP) provides a general land use plan to guide the physical development of the UCSD campus through the 2020-21 academic year (Figure 5.1-4, *UCSD Long Range Development Plan Land Use Plan*). As previously noted, UCSD property includes the lands abutting the project site to the north, east and southeast. The property to the north of the site, a portion of which currently has a runway associated with the Gliderport, is designated for Sports and Recreation (northwest portion) and Academic (south and east portion) uses. The property immediately to the east of the site is designated for Housing, consistent with its existing use. The property to the south (Estancia La Jolla Hotel and Spa) is identified as "Blackhorse Properties" and is not within the LRDP land use plan area. Although lands abutting the project site to the north, east and southeast are owned and operated by University of California, San Diego (UCSD), it is important to note that the project site and proposed Master Plan update are not subject to the policies and recommendations of the~~

University of California, San Diego 2004 Long Range Development Plan (LRDP). The LRDP is mentioned herein because of the proximity of the project site to UCSD property.

Airport Land Use Compatibility Plan for MCAS Miramar

The Institute is located approximately 5 miles west of the western boundary of MCAS Miramar, transfer of which to the U.S. Marine Corps from the U.S. Navy (i.e., base realignment) was completed in 1998. The Institute falls within the Airport Influence Area (AIA) for the base identified in the draft 2005 Airport Land Use Compatibility Plan (ALUCP), and is thus affected by routine over-flights of military aircraft conducting flight training operations and/or transiting to and from MCAS Miramar. The ALUCP is an advisory document that is designed to provide the City with criteria for addressing growth in areas surrounding the airport, including the AIA. . The ALUCP for MCAS Miramar was drafted in March 2005 by the San Diego County Regional Airport Authority (SDCRAA; now acting as the ALUC) and, although it is not known when the draft ALUCP will be finalized (i.e., adopted), it currently used as a guiding document by the City and is part of the overall San Diego County ALUCP. The draft ALUCP is based on the Air Installation Compatible Use Zone (AICUZ) update produced by the U.S. Navy in 2004 and adopted by the federal government in 2005.

The ALUCP was prepared to "protect (Naval Air Station) Miramar from incompatible land uses, and provide for the orderly growth of the area surrounding the air station; to safeguard the general welfare of the inhabitants within the vicinity of the air station and the public in general by protecting them from the adverse effects of aircraft noise and accident potential; and to ensure that no obstructions or other hazards affect navigable airspace" (SDCRAA 2004, as amended). The ALUCP addresses land use compatibility by defining the AIA, noise contours from aircraft operations and the associated land use compatibility matrix, accident potential zones (APZs), height restrictions for surrounding uses and obstruction determinations. The MCAS Miramar AIA extends well beyond the limits of the military air station and as far west and northwest as the Pacific Ocean.

The Airport Noise/Land Use Compatibility Matrix indicates conditional compatibility at 60 to 70 dB CNEL for research and development offices and laboratories, and 60 to 65 dB for residential uses and preschools. To be considered compatible, the outdoor CNEL would need to be attenuated to achieve an indoor noise level of 50 dB for research and development office and laboratory uses, and 45 dB for residential uses and preschools. Since the realignment of the air station for Marine Corps use, the U.S. Navy has updated the AICUZ study for the airfield. Based on the revised noise contours for MCAS Miramar depicted in the AICUZ study, the project site is located outside of the 60 dB CNEL contour (U.S. Navy 2004).

The ALUCP incorporates the two APZs from the 1992 MCAS Miramar AICUZ study for the air installation: APZ-1 and APZ-2. It establishes land use restrictions for proposed development within each zone to minimize the number of people exposed to aircraft crash hazards. The primary objective

of the APZs is the achievement of a reasonably attainable degree of safety. The APZs identify the types of land uses and persons per acre (i.e., population density) for conditionally compatible uses within the two zones. While the project site is located within the MCAS Miramar AIA, it is located outside of both APZs depicted in the MCAS Miramar AICUZ study.

Torrey Pines Gliderport Regulations

The Gliderport is located approximately 450 feet northwest of the project site on property owned by the City. A runway associated with the Gliderport is located to the north of the project site on land owned by UCSD. While a CLUP has not been prepared for these facilities, they are subject to Federal Aviation Administration (FAA) and Caltrans Division of Aeronautics regulations, including land use compatibility requirements. The FAA has an Airport Master Record on file for the Gliderport.

Part 77, Objects Affecting Navigable Airspace, of the Federal Aviation Regulations establishes the standards for determining navigable airspace and sets forth the requirements for notice to the FAA of certain proposed construction projects. The Caltrans Division of Aeronautics is responsible for reviewing projects in accordance with the FAA regulations. ~~Because the Gliderport is only used for motorless flight (i.e., hang gliding, paragliding, radio-controlled scale models), there are no defined approach or departure surfaces that would be subject to height limitations for safety. Thus, the proposed projects would not be required to provide notification to the FAA because it would not involve construction of a structure more than 200 feet in height above ground level if they have the potential to enter navigable airspace.~~

San Diego Municipal Code

Zoning

Base Zone. The project site is currently zoned for single-unit residential use (RS-1-7), in accordance with Section 131.0403 of the San Diego Municipal Code (SDMC). The purpose of RS zones is to provide appropriate regulations for the development of single dwelling units that accommodate a variety of lot sizes and residential dwelling types and that promote neighborhood quality, character and livability. They are intended to allow reasonable use of property while minimizing adverse impacts to adjacent properties. The SDMC contains specific development regulations for the RS-1-7 zone, including specific setback and maximum structure height requirements. Although the Institute is a scientific research use within the residential zone, it has an existing CDP/HRP/CUP to allow the scientific research uses within the RS-1-7 zone. The PDP regulations described later in this section allow for uses that may be inconsistent with the use regulations of the underlying zoning provided that the use is consistent with the applicable land use designation of the site. The PDP regulations also allow for limited deviations from the development regulations of the underlying zone.

Community Plan Implementation Overlay Zone. As previously noted, the project site is within CPIOZ "A" of the Community Plan. The intent of the overlay zone regulations (Municipal Code Section 132.1401 et seq.) is to ensure that development proposals are reviewed for consistency with the use and development criteria adopted for specific sites as part of the Community Plan update process. Provided that the proposed development complies with the development standards or criteria in the Community Plan, the overlay zone would not require a permit. If, however, the proposed development does not comply with the applicable standards or criteria, a Site Development Permit (SDP) must be obtained.

Coastal Overlay Zone. The site is located within the Coastal Overlay Zone, which was adopted by the City (Municipal Code Section 132.0401 et seq.) to protect and enhance the quality of public access and coastal resources. Projects within the Coastal Overlay Zone must obtain approval of a CDP, as discussed below. In addition to the requirements to which the project would otherwise be subject, it must meet certain requirements pertaining to the protection of existing or potential public views. Specifically, if there is an existing or potential public view between the ocean and the first public roadway, but the site is not designated in the applicable land use plan as a public view to be protected, views to the ocean and scenic coastal areas must be preserved, enhanced or restored by deed-restricting required side yard setback areas to cumulatively form functional view corridors, thereby preventing a walled effect from authorized development. Open fencing and landscaping may be permitted within the view corridors and visual accessways, provided that such improvements do not significantly obstruct public views of the ocean or scenic coastal areas. Landscaping must be planted and maintained to preserve public views.

Coastal Height Limit Overlay Zone. Development on the project site is also subject to the maximum 30-foot height provisions of the Coastal Height Limit Overlay Zone (refer to SDMC Section 132.0501 et seq. and Map No. C-380). In this instance, the datum for height measurement purposes is defined as the lowest point of elevation of the finished grade of the ground between the exterior wall of a building and a point five feet distant from said wall. This measurement includes specific provisions for the height of a stepped or terraced building as described in the City's Building Newsletter 2-2: Determination of Building Height. Per the newsletter, the 30-foot height limit may be increased by an amount equal to the grade differential of the area delineated by drawing a five-foot buffer around the footprint of a proposed building (the height increase may not exceed ten feet). A deviation from the provisions of the Coastal Height Limit Overlay Zone requires a majority vote by the City of San Diego voters.

Parking Impact Overlay Zone. The project site is located within both the Beach and Campus Parking Impact Overlay Zones (Municipal Code Section 132.0801 et seq.), which provide supplemental parking regulations for specified beach and campus areas that are considered to have parking impacts. The overlay zones requires conformance to parking regulations including parking ratios and

development/design regulations for parking facilities. Existing parking supply is addressed in Section 5.5, *Traffic/Circulation*, of this report.

Environmentally Sensitive Lands Regulations

The City regulates development of environmentally sensitive lands through its ESL Regulations (Land Development Code Section 143.0101 et seq.). The purpose of the ordinance is to "protect, preserve and, where damaged restore, the environmentally sensitive lands of San Diego and the viability of the species supported by those lands." Environmentally sensitive lands are defined to include sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs and 100-year floodplains. The applicable requirements of the ESL are as follows.

Steep Hillsides. Steep hillsides consisting of slopes with a natural gradient of 25 percent or greater and a minimum elevation differential of 50 feet, or a natural gradient of 200 percent or greater and a minimum elevation differential of 10 feet, are considered sensitive under the ordinance. Approximately 2.79 acres of the site contain slopes that have gradients of 25 percent or greater. Onsite steep hillsides are to be preserved in their natural state. Further, proposed developments within the Coastal Overlay Zone must avoid encroachment into steep hillsides containing sensitive biological resources, to the maximum extent possible. In addition, disturbed steep hillsides are to be revegetated and restored in accordance with the City's Landscape Regulations and runoff is to be directed away from steep hillside areas.

Sensitive Biological Resources. Sensitive biological resources including both upland and wetland communities are regulated by the ESL. All development proposals adjacent to the MHPA as well as grading during wildlife breeding seasons are required to be consistent with the City's MSCP Subarea Plan, as described above. Development must avoid impacts to narrow endemic species in the MHPA although none exist on the project site. Other than as described above, encroachment into sensitive biological resources outside of the MHPA is not limited; mitigation is, however, required in accordance with the City's Biology Guidelines.

Impacts to wetlands, including vernal pools in naturally occurring complexes, are to be avoided. Also, a wetland buffer is required to be maintained around all City jurisdictional wetlands, when appropriate, to protect the functions and values of the wetland. Within the Coastal Overlay Zone, the wetland buffer must be a minimum of 100 feet, unless a lesser or greater buffer is warranted. A lesser buffer can be processed as a deviation from the regulations. Permitted uses in wetland buffer areas are limited to public access paths, fences, restoration and enhancement activities, and other improvements necessary to protect wetlands. The ESL further requires that the applicant confer with the appropriate federal and/or state agencies prior to any public hearing for the proposed development, and that all federal and state permits (if needed) be obtained prior to issuance of City grading or construction permits.

Historical Resources Regulations

The City of San Diego's Historical Resources Regulations (Land Development Code Section 143.0201 et seq.) are intended to "protect, preserve and, where damaged, restore the historical resources of the City, which include historical buildings, historical structures or historical objects, important archaeological sites, historic districts, historical landscapes and traditional cultural properties." The regulations define the process for determining whether a site-specific survey for historical resources is required and the procedures for processing proposed development plans if such resources are present.

Minor alteration of a designated historic resource may be permitted if it would not adversely affect the special character or special historical, architectural, archaeological or cultural value of the resource and would be consistent with the Secretary of the Interior's Standards for Rehabilitation (Rehabilitation Standards) and Illustrated Guidelines for Rehabilitating Historic Buildings (Guidelines). If a major alteration(s) is proposed that would not be consistent with the Standards, a SDP is required. Development affecting designated historical resources must provide mitigation for the impact to the resource in accordance with the City's Historical Resources Guidelines, which are intended to implement the Historical Resource Regulations and ensure consistency in the management (including identification, evaluation, preservation/mitigation and development) of the City's historical resources (City of San Diego 1997e, as amended). The Institute has been designated by the State Historic Resources Commission (SHRC) as being eligible for the National Register of Historic Places, is listed in the California Register of Historical Resources, and is Historic Site No. 304 in the San Diego Historical Resources Register. Due to the Institute's historical status, therefore, the proposed project is subject to the City's Historical Resources Regulations and Guidelines. See Section 5.4, *Historical Resources*, for a detailed discussion of the proposed project from an historical perspective.

Important archaeological sites generally are to be conserved, except that development may be permitted in areas containing important archaeological sites if necessary to achieve a reasonable development area, with up to 25 percent encroachment into any important archaeological site allowed. Any encroachment into important archaeological sites is required to include measures to mitigate for the partial loss of the resource as a condition of approval. The mitigation is required to include preservation through avoidance of the remaining portion of the important archaeological site, and implementation of a research design and data recovery program that recovers the scientific value of the portion of the site that would be impacted. If a proposed development cannot to the maximum extent feasible comply with the standard requirements regarding historical or archaeological resources, a deviation from the regulations may be considered. As noted in Section 5.4 of this report, no prehistoric archaeological resources are known to occur on the Institute property.

Site Development Permit Procedures

The purpose of the SDP procedures is to establish a review process for proposed development that may have significant impacts on resources or on the surrounding area. An SDP may be required even if the site is developed in conformance with all applicable regulations. As stated in Section 126.0501 of the Municipal Code, "The intent of these procedures is to apply site-specific conditions as necessary to assure that the development does not adversely affect the applicable land use plan and to help ensure that all regulations are met." A SDP is required for the proposed project because the site contains sensitive biological resources and steep hillsides (e.g., ESL), and historical resources. A SDP may be approved only if specific findings can be made.

Planned Development Permit Procedures

The purpose of the PDP procedures is to allow an applicant to request greater flexibility from the strict application of base zoning regulations than would normally be allowed through a deviation process. As stated in Section 126.0601 of the Municipal Code, "the intent is to encourage imaginative and innovative planning and to assure that the development achieves the purpose and intent of the applicable land use plan and that it would be preferable to what would be achieved by strict conformance with the regulations." Development that does not comply with all base zone regulations or all development regulations or that proposes to exceed limited deviations allowed by the development regulations contained in Chapter 14 of the Municipal Code may apply for a PDP. Furthermore, any proposed development that will comply with the primary and supplemental regulations contained in Chapter 14 and proposes to incorporate conceptual development criteria for portions of the premises intended for future or phased development, such as the case with the proposed project, may apply for a Master PDP. Pursuant to Section 143.0410 of the Municipal Code, the following criteria are required to be incorporated into the design of all projects applying for a PDP:

1. The overall development design should be comprehensive and should demonstrate the relationships of the proposed development on-site with existing development off-site.
2. The scale of the project should be consistent with the neighborhood scale as represented by the dominant development pattern in the surrounding area or as otherwise specified in the applicable land use plan.
3. Buildings, structures, and facilities on the premises should be well integrated into, oriented towards, and related to, the topographic and natural features of the site.
4. Proposed developments should avoid repetitious development patterns that are inconsistent with the goals of the applicable land use plan.

5. Buildings should avoid an overwhelming or dominating appearance as compared to adjacent structures and development patterns. Abrupt differences in scale between large commercial buildings and adjacent residential areas should be avoided. Instead, gradual transitions in building scale should be incorporated.
6. Larger structures should be designed to reduce actual or apparent bulk. This can be achieved by using pitched roof designs, separating large surface masses through changes in exterior treatment, or other architectural techniques.
7. To the greatest extent possible, landscaping should be used to soften the appearance of blank walls and building edges and enhance the pedestrian scale of the development.
8. Elements such as curbside landscaping, varied setbacks, and enhanced paving should be used to enhance the visual appearance of the development.
9. Roof forms should be consistent in material, design, and appearance with existing structures in the surrounding neighborhood. Plant materials and other design features should be used to define and enhance the appearance of roof spaces, especially flat roofs that are visible from higher elevations.
10. Building material and color palettes should be consistent with the guidelines in the applicable land use plan, if provided.

Conditional Use Permit Procedures

The City's CUP procedures provide a review process for the development of uses that may be desirable under the appropriate circumstances, but that are not permitted by right in the applicable zone (e.g., the daycare facility included in the proposed project). According to Section 126.0301 of the Municipal Code, the intent of the procedures is to "review these uses on a case-by-case basis to determine whether and under what conditions the use may be approved at a given site" and ensure that "each use be developed so as to fully protect the public health, safety, and welfare of the community." A CUP may only be granted if the decision-maker makes the necessary findings.

Coastal Development Permit Procedures

A CDP from the City is required for coastal development of a premises within the Coastal Overlay Zone and is intended to ensure that development is consistent with the California Coastal Act and the applicable local coastal program. The decision-maker must make findings related to public access, recreation and views; environmentally sensitive lands; and conformance with the LCP.

5.1.2 Impacts

As noted in the Preface to this Final EIR, the applicant has decided to eliminate the employee daycare facility and temporary housing quarters from the proposed Salk Institute Master Plan. Although no longer a part of the proposed project, the environmental analyses of these components remain in the EIR because their removal from the Master Plan has little bearing on the conclusions reached in this section.

Significance Criteria

The City of San Diego's Significance Determination Thresholds (2004d) state that proposed projects should be assessed for consistency with any adopted plans for the particular site, including the General Plan and any applicable community and specific/precise plans. An inconsistency with an adopted plan is not necessarily a significant environmental impact; the inconsistency would have to relate to an environmental issue to be considered significant under CEQA. Project impacts are considered significant if one or more of the following applicable conditions apply:

- Inconsistency/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts occur (e.g., development of a designated school or park site with a more intensive land use could result in traffic impacts)
- Substantial incompatibility with an adopted plan (e.g., a rock crusher in a residential area)
- Development or conversion of general plan or community plan designated open space or prime farmland to a more intensive land use
- Incompatible uses as defined in an airport land use plan or inconsistency with an airport's ALUCP as adopted by the Airport Land Use Commission, to the extent that the inconsistency is based on valid data
- Inconsistency/conflict with adopted environmental plans for an area
- Significant increase in the base flood elevation for upstream properties, or construction in a Special Flood Hazard Area or floodplain/wetland buffer zone

Issue 1: Would the proposal adversely affect the adopted community plan land use designation for the site or conflict with any applicable land use plan, policy or regulation of any agency with jurisdiction over the project?

Issue 2: Would the proposal result in a conflict with the environmental goals, objectives and recommendations of the community plan in which it is located?

General Plan, University Community Plan and Local Coastal Program Consistency

A number of General Plan, Community Plan and LCP goals and objectives have been identified in Section 5.1.1 that pertain to the proposed project. Due to the number of applicable goals, objectives and proposals, a comparative table has been prepared to facilitate comparison and review of project consistency with the plans. Table 5.1-1 identifies each applicable goal, objective and proposal, and briefly describes how the project would or would not comply. As shown in the table, the proposed project would be consistent with the development intensity planned for the project site in the Community Plan and with all applicable goals and policies of the General Plan, Community Plan and LCP. In addition to consistency with the General Plan, Community Plan and LCP, the proposed project would be consistent with applicable land use plans and the SDMC, as described below. Specific deviations from the SDMC are also discussed.

La Jolla Community Plan and Local Coastal Program Land Use Plan

As described in the Existing Conditions portion of this section, the only policies of the *La Jolla Community Plan* and LCP that are potentially applicable to the proposed project relate to designated viewpoints (see Table 5.1-1). Also as noted above, the project site is not within any of the major viewsheds identified in the plan nor is it located between the ocean and an identified scenic roadway or scenic outlook in the plan. The proposed project would not affect access to the beach along Box Canyon Trail, an unimproved foot trail that extends west from Black Gold Road. As a result, the proposed project would be consistent with this plan.

UCSD 2004 Long Range Development Plan

~~The proposed Institute improvements would not conflict with existing or proposed academic, recreational or parking uses on the UCSD campus, or vice-versa (see Issue 4 below with regard to operations at the Gliderport). Rather, the research uses at the two institutions would continue to be complementary.~~

San Diego Municipal Code

Zoning: As described in the Existing Conditions portion of this section, the Institute site is located within a residential base zone, as well as within several overlay zones. The project proposes an expansion of existing research and associated support uses and addition of a daycare facility and temporary residential quarters within an area zoned for single-unit residential use (RS-1-7). The project would, therefore, represent the continuation and expansion of a conforming use, with previously conforming rights. However, a deviation from the maximum structure height regulations is being requested for the Salk Community Center Building as described in Section 3.0, *Project Description* (see Figure 5.1-54). Structure heights would continue to be regulated by the Coastal Height Limit Overlay Zone, as discussed below, similar to other industrially zoned properties in the Coastal Zone. The PDP process permits uses where they would conform to the applicable land use plan, in accordance with SDMC Section 143.0403(a)(1). Because the proposed project would involve expansion of existing scientific research uses consistent with the Community Plan land use designation, inconsistency with the base zone is not regarded as a significant impact. While the proposed temporary employee housing is considered an accessory use to the research facility per SDMC Section 143.0403(a)(2), as a residential use it is also permitted in the RS-1-7 base zone. Childcare centers, such as the one proposed for the project, are permitted in the base zone with a CUP. The project applicant is requesting approval of an amendment to the existing CUP for the daycare facility. As a result, no land use policy impacts would occur under the base zone.

Community Plan Implementation Overlay Zone. As part of the project review process, the proposed project is being evaluated to ensure that it complies with the applicable use and development criteria contained in the Community Plan. As summarized above and detailed in Table 5.1-1, the proposed project would conform to all applicable standards and guidelines contained in the Community Plan. By undergoing the applicable review and permitting process, the proposed project would comply with the requirements of this overlay zone.

Coastal Overlay Zone. There are no existing or potential public views between the ocean or scenic coastal areas and North Torrey Pines Road (the first public roadway) as discussed in Section 5.2, *Visual Quality/Neighborhood Character*, of this report. General views of the ocean are recognized in one policy in the Urban Design Element of the General Plan and three policies in the Urban Design Element of the Community Plan (see Table 5.1-1). As described in Section 5.2, the proposed project would encroach into an existing public view to the ocean and scenic coastal areas from Torrey Pines Scenic Drive. The view is not a designated view corridor identified in the Community Plan; however, there are policies in the Community Plan that encourage the preservation of coastal views in the community. Pursuant to SDMC 132.0403(b-c), the proposed project would preserve existing views along Torrey Pines Scenic Drive through construction of the Salk Community Center Building on the lowest portion of the site on the north mesa, and placement of the adjacent underground parking garage on the upper portion of the mesa. The proposed project design would also protect and enhance

existing views by removing existing features in that portion of the site (i.e., temporary buildings, greenhouses, light poles, parked cars and internal landscaping) that currently degrade views of the ocean and scenic coastal areas and replacing them with the Salk Community Center Building and the aforementioned underground parking garage along Torrey Pines Scenic Drive in a manner that would provide a view corridor of an approximately 360-foot width. In addition, no new street trees and only low-growing shrubs would be planted within the view corridor created above the underground parking garage proposed on site. The only walls within the view corridor would be 42-inch or less parapet walls around light wells and the parking garage entry, according to the Design Guidelines. A 42-inch tall hand rail would be installed along the sidewalk paralleling the northern light well into the underground garage. Collectively, this arrangement of buildings and project design features would ensure that views of the ocean and scenic coastal areas across the site would be preserved, protected and enhanced. Therefore, the proposed project would be consistent with the Supplemental Regulations of the Coastal Overlay Zone [SDMC 132.0403(a-c)], which require the applicant to preserve, enhance or restore such views regardless of whether they are designated in the Community Plan. Additional discussion of the project impacts on views is provided in Section 5.2, *Visual Quality/Neighborhood Character*, of this report.

Coastal Height Limit Overlay Zone. As previously noted, development on the project site is subject to the maximum 30-foot height provisions of the Coastal Height Limit Overlay Zone (refer to SDMC Section 132.0501 et seq. and Map No. C-380). The project as proposed would conform to the maximum building height provisions of this overlay zone.

Parking Impact Overlay Zone. As described in Section 5.5, *Transportation/Circulation*, the proposed project would provide more than an adequate number of parking spaces to serve the proposed uses in accordance with all applicable City regulations. The parking facilities also would be designed in accordance with the applicable SDMC regulations. No impacts on beach or campus parking that are protected by the parking impact overlay zone would occur as a result of the proposed project.

Environmentally Sensitive Lands Regulations. The proposed project would require an SDP due to the presence of sensitive biological resources and steep hillsides on the project site.

Steep Hillsides. The Institute does not propose any encroachment into steep hillsides exceeding a natural gradient of 25 percent. As detailed in Section 5.8, *Hydrology/Water Quality*, implementation of the proposed project would result in a net decrease of both impervious surface area and runoff generation within the site. Overall site runoff levels would increase slightly at several of the individual discharge points as a result of the proposed project. This drainage would be relatively minor and would not substantially increase downstream erosion potential.

Sensitive Upland Biological Resources. No species identified by the MSCP as narrow endemics or species that are state or federally listed but not covered by the MSCP are known or considered highly likely to

Figure 5.1-4

occur on the project site. The project would encroach into sensitive biological resources, including Tier I maritime succulent scrub and Tier II coastal sage scrub, as a result of grading and brush management activities. The proposed MHPA boundary adjustment (summarized under Issue 3 of this section and described in detail in Section 5.3, *Biological Resources*) would result in dedication of a larger on-site biological open space easement than would otherwise be required and would allow the proposed project to conform to ESL requirements by avoiding sensitive biological resources within the MHPA and mitigating impacts to below a level of significance. Also as described in Section 5.3, the proposed project would conform to MSCP guidelines with regard to habitat mitigation and land use adjacency requirements. No conflict with the ESL regulations would, therefore, occur with regard to non-wetland biologically sensitive resources.

Wetlands. The vernal pools and unvegetated streambeds on site are not considered City wetlands, as described in detail in Section 5.3, *Biological Resources*. Furthermore, the proposed project would not directly impact any City wetlands on site (i.e., two small patches of southern willow scrub habitat; see Figure 5.3-2). The southern willow scrub would remain on site and a portion of the habitat would be placed in the MHPA (see Figure 5.3-3). As detailed under Issue 3 in Section 5.3, *Biological Resources*, no grading or development would occur within 100 feet of the City wetlands. Specifically, grading associated with the daycare facility parking area would be over 100 feet from the eastern patch of southern willow scrub on site, which is consistent with the 100-foot buffer requirement contained in the ESL Regulations.

Historical Resources Regulations. Project development would result in impacts to spatial relationships and original (historic) landscaping due to the demolition of the existing east parking lot and construction of the proposed Torrey East Building; therefore, the proposed project is inconsistent with two of the Secretary of the Interior's Standards pertaining to rehabilitation of historical resources (refer to Table 5.4-1 and Section 5.4, *Historical Resources*, for additional discussion on the topic). Additionally, potentially significant impacts could occur to historic-era (i.e., subsurface) structural remains of Camp Callan. The proposed project would require a SDP for these impacts.

Conditional Use Permit Procedures. The current CDP/HRP/CUP 90-1140 was granted in May 1991 as an amendment to the original CUP. Among other conditions, the CUP required that prior to the issuance of an occupancy permit for the East Building, temporary buildings 2 and 3 must be demolished. Although those structures have not yet been removed due to lack of available laboratory space, construction of the north lawn core facility under the proposed Master PDP would result in their demolition, thereby meeting this condition of the existing CUP.

Torrey Pines Gliderport Regulations

The Caltrans Division of Aeronautics was contacted to review the site plan and landscape plan for the proposed Salk Institute Master Plan. According to the Caltrans Aviation Safety Officer review, none

of the proposed Master Plan construction or landscaping pose any immediate concern to the Gliderport with respect to Federal Aviation Regulation (FAR) Part 77 (Caltrans Division of Aeronautics 2007). Specifically, the Salk Institute is located far enough south of the Gliderport that it does not underlie the Gliderport's FAR Part 77 approach surface. Furthermore, while the Salk Community Center Building and the north wing of the Torrey East Building were the only two proposed buildings either tall enough or close enough to the Gliderport runway to warrant further review, neither was found to potentially penetrate the FAR Part 77 transitional surface of the Gliderport, assuming they rise 30 feet above ground level. Although portions of the Salk Community Center Building would be taller than 30 feet, the rooftop of the facility would be level and only rise 30 feet above the eastern grade of the parking lot, closest to the Gliderport property. The trees proposed for the lawn above the North Lawn Core Facility (i.e., Torrey Pines and eucalyptus varieties) have the potential to grow tall enough to eventually penetrate the FAR Part 77 transitional surface; however, Caltrans Division of Aeronautics is not presently concerned about the trees and will monitor their height over time. The letter from Caltrans documenting its review of the proposed project is on file with the City.

Significance of Impacts

No conflicts between the proposed project and the City's *University Community Plan*, *North City LCP Land Use Plan*, *La Jolla Community Plan* and *LCP Land Use Plan*, FAA's *Airport Master Record* and SDMC regulations pertaining to ESL resources have been identified. A deviation from the maximum structure height (as defined under the SDMC) of the underlying zone is proposed for the Salk Community Center. No significant land use policy impacts to these planning documents or policies would occur as a result of project implementation. Although the proposed project would avoid direct impacts to the historic architecture, it would be inconsistent with two of the Secretary of the Interior's Standards pertaining to spatial relationships and historic landscaping due to construction on the east parking lot (refer to Table 5.4-1 and Section 5.4, *Historical Resources*); therefore, SDP approval is required.

Mitigation Measures, Monitoring and Reporting Program

No significant land use policy impacts are identified; therefore, no mitigation measures are required.

Issue 3: Would the proposal conflict with the provisions of the City's Multiple Species Conservation Program Subarea Plan or other approved local, regional or state habitat conservation plan?

The Institute proposes an MHPA boundary adjustment, the benefits of which are described in detail in Section 5.3, *Biological Resources*. Adjustments to the MHPA may be made without amending the MSCP Plan or the Subarea Plan in cases where the new MHPA boundary would preserve an area of

equivalent or greater biological value as the original boundary. In this case, the boundary adjustment would result in a net addition of ~~3.22~~1.27 acres of moderate to high quality habitat. An ~~open space~~conservation easement would be recorded over the MHPA in favor of the City.

The proposed project would not impact any wildlife corridors and would not have any other adverse impacts with regard to reserve design issues. All direct impacts to sensitive species and habitats would be mitigated in accordance with the City's Biological Resources Guidelines and the MSCP. The project would avoid or minimize all indirect impacts to the MHPA through conformance to the City's MHPA Land Use Adjacency Guidelines. Therefore, the proposed project would be consistent with the provisions of the City's MSCP Subarea Plan.

Significance of Impacts

The proposed project would not result in a conflict with the City's MSCP Subarea Plan. The proposed boundary line adjustment would be accomplished through the procedures described in that document. A net increase in the MSCP Subarea would be realized in terms of size and biological integrity. In addition, compliance with the MSCP Subarea Plan Land Use Adjacency Guidelines and ~~implementation of the proposed Habitat Management Plan would ensure maintenance of habitat~~ quality in the proposed MHPA. There would, therefore, not be a significant land use impact related to MSCP compliance.

Mitigation Measures, Monitoring and Reporting Program

No significant impacts have been identified; therefore, no mitigation measures are required.

Issue 4: Would the proposal result in land uses that are not compatible with an adopted Airport Land Use Compatibility Plan?

The Institute property is affected by the Seawolf Departure Corridor for fixed-wing aircraft and Fairways and Beach Route departures for rotary-wing aircraft operating out of MCAS Miramar. The property is also within the AICUZ Influence Area for the airfield and the AIA defined in the SDMC. As a result, from time to time users of the proposed facilities would see fixed- and rotary-wing aircraft, and would experience varying degrees of associated noise and vibration. The draft MCAS Miramar ALUCP noise contours indicate that the Institute site is outside of the 60 dB CNEL contour. An AICUZ study update was performed and adopted in 2005 to capture changes in the mix of aircraft and operations associated with the realignment of the airfield (Department of the Navy 2004). The revised noise contours show the 60 dB CNEL contour is situated approximately 2 miles east of the proposed facilities near Interstate 805. Using the Airport Noise/Land Use Compatibility Matrix in the draft MCAS Miramar ALUCP, therefore, the proposed uses are compatible land uses with the exterior noise thresholds shown in the table.

The project site and proposed facilities would be located entirely outside of the two APZs identified for the air station. They would also be outside the areas where building height restrictions apply based on the slope map provided with the draft ALUCP. As described above, safety restrictions do not apply with regard to the Torrey Pines Gliderport because it is not a public use airport. The proposed project also would not generate other obstructions; emit or reflect light at levels that could interfere with air crew vision; produce emissions that would interfere with aircraft communication systems, navigation systems or other electrical systems; or attract birds.

Significance of Impacts

The proposed project would comply with all applicable MCAS Miramar ALUCP restrictions regarding both noise and safety. Safety restrictions for the Torrey Pines Gliderport would not be applicable to the proposed facilities. Therefore, no significant impacts associated with incompatibility with the ALUCP would result from project implementation.

Mitigation Measures, Monitoring and Reporting Program

No significant impacts have been identified; therefore, no mitigation measures are required.

Table 5.1-1
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN		
<u>Housing Element</u> Availability of adequate sites for the development of a variety of types of housing for all income levels	<ul style="list-style-type: none"> Where appropriate, the City shall expand housing opportunities by permitting a residential mix with job-producing land uses in new development projects The City shall seek to ensure that all housing is developed in areas with adequate access to employment opportunities, community facilities and public services Housing development sites shall be prohibited in areas lying within severe noise contours unless appropriate noise insulation is provided 	<ul style="list-style-type: none"> Consistent. The proposed project would include 12 temporary residential units for visiting or recently hired Institute researchers and staff. Consistent. The proposed temporary residential quarters would be located immediately adjacent to the employment opportunities offered by the Institute, and provide ready access to community facilities and public services in the La Jolla area. Consistent. The project site is located outside of the 60 dB CNEL noise contour.
<u>Housing Element</u> Reduction and/or minimization of the overall level of energy consumption in both existing housing and new construction	<ul style="list-style-type: none"> The City shall support state energy efficiency requirements in new housing The City shall emphasize the use of native and other drought-tolerant plant materials for landscaping purposes The City shall encourage and support cost-effective energy technologies with both positive economic and environmental impacts; e.g., passive solar space heating and cooling, water conservation and reclamation 	<ul style="list-style-type: none"> Consistent. The structures would be built in accordance with all applicable state and local energy standards. Consistent. Native and other drought tolerant species would be seeded and planted throughout the site. No invasive species would be installed next to the MHPA. Consistent. Building fenestration would be optimized to allow for natural ventilation and maximum daylight penetration into proposed structures. Roofing assemblies would be high in emissivity and the use of solar panels to generate energy is encouraged in the design guidelines.

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Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<p><u>Transportation Element</u> A coordinated, multimodal transportation system capable of meeting increasing needs for personal mobility and goods movement at acceptable levels of service</p>	<ul style="list-style-type: none"> Minimize heavy traffic congestion (level of service E or below) Support ridesharing to relieve traffic congestion, reduce parking demand, conserve energy and improve air quality. Give priority to facilities and services which encourage ridesharing for work trips in intensively utilized areas of the City Require convenient pedestrian and bicycle access and secure bicycle storage facilities in all major activity centers, including office buildings and employment centers 	<ul style="list-style-type: none"> Consistent. As described in Section 5.5, <i>Transportation/Circulation</i>, the proposed project would mitigate all potentially significant traffic impacts to below a level of significance. Consistent. As described in Section 3.2.4.8, <i>Circulation</i>, the Institute currently implements an extensive public transportation program, which would continue under the proposed project. Consistent. The Institute currently provides bicycle racks, which would be retained, and maintains a free bike program with UCSD. Pedestrian access would continue to be provided throughout the campus, and along the public roadways adjacent to the campus.
<p><u>Transportation Element</u> A convenient, regionally coordinated transit system that is recognized as an essential public service because of its pervasive social, economic and environmental benefits</p>	<ul style="list-style-type: none"> Continue working with transit operators to determine the type and level of transit services to be provided within San Diego, and to coordinate such services with the transit system 	<ul style="list-style-type: none"> Consistent. The existing Coaster shuttle and bus stops on the Institute property would not be affected by the proposed project, and the Institute would continue to coordinate with local transit operators.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<u>Transportation Element</u> Availability of parking facilities sufficient to minimize, if not eliminate, any measurable contribution to traffic congestion	<ul style="list-style-type: none"> Establish public and encourage private off-street parking facilities to serve intensively utilized areas 	<ul style="list-style-type: none"> Consistent. As described in Section 5.5, <i>Traffic/Circulation</i>, the proposed project would provide 1,120 parking spaces, which is a few spaces more than the applicable City parking requirements.
<u>Transportation Element</u> Reduction of transportation noise to a level that is tolerable and no longer constitutes a threat to the public health and general welfare	<ul style="list-style-type: none"> Consider both current and projected noise levels in determining land use compatibility Ensure that project development plans are consistent with adopted land use-noise level compatibility standards 	<ul style="list-style-type: none"> Consistent. As described in Section 5.7, <i>Noise</i>, current and projected noise levels were considered during the siting of new facilities. Consistent. As described in Section 5.7, <i>Noise</i>, estimated sound levels for proposed on-site receptors would be 55 to 56 dBA CNEL at the daycare center, playground and temporary residential quarters, 63 to 70 dBA CNEL at the Torrey East Building and 57 to 63 dBA CNEL at the Salk Community Center Building. None of the estimated sound levels would exceed the land use noise compatibility levels allowed for each receptor.

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Table 5.1-1 (cont.)
 PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<u>Open Space</u> Establish an open space system which provides for the preservation of natural resources, the managed production of resources, the provision of outdoor recreation, the protection of public health and safety, and the utilization of the varied terrain and natural drainage systems of the San Diego community to guide the form of urban development	<ul style="list-style-type: none"> • Apply hillside regulations to all areas of the City that meet the criteria for these regulations • Require a planned development permit on sites when sensitive landforms or soils are known or found 	<ul style="list-style-type: none"> • Consistent. The proposed project would not impact any steep slopes and would leave them undeveloped as discussed in Section 5.2, <i>Visual Quality/Neighborhood Character</i>. • Consistent. Implementation of the proposed project would require approval of an amendment to the existing CUP and approval of an SDP/Master PDP/CDP.
<u>Conservation</u> Wise management and utilization of the City's remaining land resources, and preservation of its unique landforms, and the character they impart to San Diego	<ul style="list-style-type: none"> • Within the limits of other restraints, both other urbanized areas and those areas where urbanization has already begun should be filled in or built out before the City's remaining stock of large vacant and agricultural lands are developed • Floodplains, steep slopes, canyons and coastal lands should be left undeveloped, or minimally developed consistent with their special qualities and limitations 	<ul style="list-style-type: none"> • Consistent. The project site is currently developed with the existing Institute structures, and the proposed structures would be placed on existing parking lots and/or on the small amount of undeveloped area on site. • Consistent. The proposed project would avoid grading on the steep slopes present on site. Development on the more gently sloping portions of the site would be stepped down with the topography to minimize impacts. No floodplains or coastal canyons occur on site.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<p><u>Conservation</u> Wise management and utilization of the City's remaining land resources, and preservation of its unique landforms, and the character they impart to San Diego (cont.)</p>	<ul style="list-style-type: none"> • Steeply sloping or highly erodable land or natural stream channels should be left as open space. Construction should be clustered to minimize its effects • Grading should be kept to a minimum. Canyons should not be filled. Existing trees and ground covers should be retained as much as possible. Natural drainage systems should be preserved • Runoff, sedimentation and erosion both during and after construction should be carefully studied and controlled • Encourage the use of Planned Residential Development and Planned Commercial Development procedures in canyons and on hillsides 	<ul style="list-style-type: none"> • Consistent. Approximately 5-57.8 acres of undeveloped land would remain and 3-221.27 acres would be placed in an open space easement, including many of the steep slopes and a portion of a natural drainage channel. Proposed buildings would be clustered to the maximum extent practical in three distinct areas on campus. • Consistent. The proposed project would not fill any canyon or alter any natural drainage. Existing landscaping and native vegetation communities on site would be retained, to the extent practicable, and supplemented by proposed plantings. Natural drainage patterns would not change. • Consistent. Minimal additional runoff would be produced by the proposed project. As described in Section 5.8, <i>Hydrology/Water Quality</i>, erosion and sedimentation would be controlled through the required use of Best Management Practices (BMPs) during construction and revegetation of disturbed areas after construction. • Consistent. Development of canyons or hillsides is not proposed. Implementation of the proposed project would require approval of a SDP/Master PDP, among other permits.
<p><u>Conservation</u> Accessibility and availability of all beaches and shoreline for public use</p>	<ul style="list-style-type: none"> • Provide suitable access to all public beach and shoreline areas 	<ul style="list-style-type: none"> • Consistent. The proposed project would have no effects on access to public beach or shoreline areas. It would include a new five-foot wide sidewalk extension within the right-of-way from Torrey Pines Scenic Drive to the western property boundary that would enhance existing pedestrian access to the Torrey Pines Gliderport and Torrey Pines City Beach.

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Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<u>Conservation</u> Decreased reliance on imported water	<ul style="list-style-type: none"> Publicize voluntary water conservation measures which focus on reducing waste, have little or no effect on the quality of life, and decrease the possibility of rationing and other undesirable restrictions 	<ul style="list-style-type: none"> Consistent. The project would use native species to landscape all disturbed areas adjacent to undeveloped land. The plant materials and irrigation system would be installed and maintained in accordance with the requirements contained in the SDMC.
<u>Conservation</u> Achievement and maintenance of a high level of water quality in all water bodies under City jurisdiction	<ul style="list-style-type: none"> Water quality objectives and criteria of the Regional Water Quality Control Board and State Water Resources Control Board should be achieved and maintained Implement watershed management practices designed to increase quantity and quality of runoff and collection 	<ul style="list-style-type: none"> Consistent. As described in Section 5.8, <i>Hydrology/Water Quality</i>, the proposed project would result in a net decrease in impervious surfaces and runoff since, in most cases, existing parking lots would be developed and in other areas landscaping installed where pavement or buildings exist. Water quality objectives of the RWQCB would be achieved through adherence to required permit conditions during project construction and operations. Consistent. As described in Section 5.8, <i>Hydrology/Water Quality</i>, the proposed project would decrease runoff and increase water quality by relying on the existing storm drain system and constructing a vegetated drainage swale to filter on-site runoff prior to its release into open space.
<u>Conservation</u> Acceptance of a land ethic that involves the balanced coexistence of man, vegetation and wildlife	<ul style="list-style-type: none"> Include consideration of important ecological resources in the application of hillside zoning and the proposed development guidelines 	<ul style="list-style-type: none"> Consistent. As described in Section 5.3, <i>Biological Resources</i>, the project proposes approval of a 3.221.27-acre (net increase) MHPA boundary adjustment to preserve the site's most sensitive resources, including native habitats and steep slopes adjacent to the existing off-site MHPA.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<p><u>Conservation</u> To protect and enhance the quality of San Diego's air resources so as to promote the public health and welfare and the productive capacity of its population and natural environment</p>	<ul style="list-style-type: none"> • Provide attractive less-polluting alternatives to the use of private autos • Promote the development of relatively self-contained neighborhoods and communities that provide an appropriate balance of necessary land uses, facilities and services • Encourage fill-in and vertical growth of the City, rather than a pattern of horizontal development 	<ul style="list-style-type: none"> • Consistent. As described in Section 3.2.4.8, <i>Circulation</i>, the Institute currently implements an extensive alternative transportation program, which would continue and be expanded under the proposed project. • Consistent. The proposed project would provide additional employment opportunities, and would provide temporary residential quarters, a daycare facility, dining facilities and support uses for the benefit of employees. • Consistent. The proposed project would develop on existing surface parking lots and include extensive underground parking to reduce the amount of horizontal development required on the site.
<p><u>Cultural Resources Management</u> Preservation of San Diego's rich historical and prehistoric tradition so that it may become part of the consciousness of present and future generations</p>	<ul style="list-style-type: none"> • In general, it is better to preserve than to repair; better to repair than to restore; and better to restore than reconstruct. Features should be retained "on site" wherever possible 	<ul style="list-style-type: none"> • Consistent. As described in Section 5.4, <i>Historical Resources</i>, the proposed project would retain on site all existing, original (i.e., historically significant) features of the campus, with the exception of the landscaping in the east parking lot area. Some of the original Chinese Fringe trees would be salvaged and replanted in the vicinity of their original location on the east mesa to offset this impact.

Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<u>Cultural Resources Management</u> Conserve in their entirety the largest and most unique prehistoric sites found within the City to be held for investigation	<ul style="list-style-type: none"> For archaeological resources, it is better to preserve than to mitigate impacts. Mitigation is improved if a 15 percent or larger sample is excavated; however, holding a site out of development without excavation would be preferable as a long-term strategy. When excavation is undertaken it should be done by qualified professionals, data should be stored with an appropriate institution, all materials and data should be fully analyzed and compiled in a report of publishable quality 	<ul style="list-style-type: none"> Consistent. As described in Section 5.4, <i>Historical Resources</i>, no prehistoric archaeological resources are known to exist on site.
<u>Cultural Resources Management</u> Preservation of historic resources in number and type so as to successfully evoke the distinctive character of all significant stages of San Diego's history	<ul style="list-style-type: none"> The evolutionary nature of past development should be recognized as valid and the possibility for future change be provided for within the implementative framework All land use activities are potentially compatible with preservation. In many cases, a resource is effectively preserved by a continuation of its present use 	<ul style="list-style-type: none"> Consistent. Changes made on the Institute campus over the last 40 years have been carefully planned and implemented to reflect the appearance and nature of the original laboratory building and the 1961 Master Plan vision as a whole, while at the same time reflecting the era in which they were completed. The design of the proposed project is also respectful and reflective of the 1961 Master Plan and the subsequent changes that have evolved on the campus; however, the project design also reflects the current era and, through the proposed design features, leaves room for further evolution as the future phases approach implementation. Consistent. The proposed project would continue the existing scientific research uses contained in the historic structures.

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Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<u>Urban Design</u> Development of a comprehensive concern for the visual and other sensory relationships between people and their environment	<ul style="list-style-type: none"> Recognize and protect major views in the City, with particular attention to those of open space and water 	<ul style="list-style-type: none"> Consistent. As described in Section 5.2, <i>Visual Quality/ Neighborhood Character</i>, the proposed project would protect views of the Pacific Ocean and adjoining natural open space (e.g., scenic coastal areas) framed by the courtyard of the original laboratory building. No designated viewsheds from the University or La Jolla community plans would be affected. Development of the Salk Community Center Building would encroach into views of the water and scenic coastal areas from Torrey Pines Scenic Drive; however, the project design and design guidelines recognize, protect and enhance the view across the site by removing existing visual clutter, placing the Salk Community Center Building at a low elevation of the north mesa and the underground parking garage on the upper portion of the site, and respecting the bulk and scale regulations in the SDMC. Views to the north and views from public vantages west of the site within Torrey Pines City Park would be unaffected by project development.
	<ul style="list-style-type: none"> Protect and promote open space systems that define communities 	<ul style="list-style-type: none"> Consistent. The proposed project would protect and enhance the existing open space area in the community by expanding the MHPA by 3.221.27 (net) acres.
	<ul style="list-style-type: none"> Recognize the relationship of land to structure, and the nature and importance of the natural landforms and the natural environment 	<ul style="list-style-type: none"> Consistent. As described in Section 5.2, <i>Visual Quality/ Neighborhood Character</i>, the proposed project has been designed to integrate with the natural landform to the extent feasible. The majority of development would occur on the developed portion of the site, and no impacts to steep hillsides are proposed.

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Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<u>Urban Design</u> Preserve the natural base of the City; the valleys, canyons, hillsides and shoreline by encouraging development to respect a vanishing resource	<ul style="list-style-type: none"> Maintain the character of undeveloped valleys, canyons and hillsides Parts of the valleys and canyons should be ecological preserves Allow for a reasonable use of hillside area 	<ul style="list-style-type: none"> Consistent. The proposed project would not affect any steep hillsides or canyons. Buildings would be stepped down in the less steeply sloping portions of the site to minimize impacts. Consistent. The steep hillsides would be added to the City's open space preserve system (i.e., MHPA), and an open space easement would be dedicated across them to the City. No canyon exists on site. Consistent. The project would not result in any impacts to steep hillsides.
<u>Urban Design</u> Improvement of the neighborhood environment to increase personal safety, comfort, pride and opportunity	<ul style="list-style-type: none"> Avoid radical and intrusive changes to existing residential character Use appropriate plant materials and give careful consideration to environmental factors in the design of landscaping and open space to contribute to the environmental quality of the community 	<ul style="list-style-type: none"> Consistent. As described in Section 5.2, <i>Visual Quality/ Neighborhood Character</i>, with the requested Master PDP in place, the proposed project would be constructed in accordance with the allowable height and bulk limits established in the SDMC, would step down the daycare facility and housing consistent with the topography and would install landscaping to further buffer adjacent residential and be consistent with the existing approvals for the property. Consistent. The proposed project proposes to use grasses, groundcovers, shrubs and trees that are currently found on the Institute campus and would be compatible with species in the adjacent open space. No invasive species would be placed adjacent to the MHPA.

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Table 5.1-1 (cont.)
 PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<p><u>Urban Design</u> Review and revise regulations dealing with height, bulk, and density to reflect quality development rather than quantity</p>	<ul style="list-style-type: none"> Promote development that is sensitive to the particular needs of individual areas Promote harmony in the visual relationships and transitions between new and older buildings Promote efforts to achieve high quality design for buildings to be constructed at prominent locations Promote building forms that will respect and improve the integrity of open spaces and other public areas Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development 	<ul style="list-style-type: none"> Consistent. As described in Section 5.2, <i>Visual Quality/Neighborhood Character</i>, the proposed project would be consistent with the height and bulk of development in the area. Consistent. As described in Section 5.2, <i>Visual Quality/Neighborhood Character</i>, the proposed structures would be compatible with the architectural theme and building materials of the existing structures on site. Consistent. The proposed structures would be consistent with the renowned architectural design of the original structures. Consistent. The proposed buildings would provide for public courtyards and seating areas and the site plan would retain much of the site's native habitat in permanent open space or as developed land. Consistent. The height of structures would not exceed 30 feet above grade, in accordance with the City of San Diego Building Newsletter 2-2, Determination of Building Height (1999) and the SDMC, except for the Salk Community Center for which a deviation from the residential development regulations in the SDMC is requested. Structures on the sloping portions of the site would be stepped down with the topography to minimize visual impacts, as described in Section 5.2, <i>Visual Quality/Neighborhood Character</i>. The east side of the Torrey East building would step back away from North Torrey Pines Road.

Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
<u>PROGRESS GUIDE AND GENERAL PLAN</u> (cont.)		
<u>Urban Design</u> Review and revise regulations dealing with height, bulk, and density to reflect quality development rather than quantity (cont.)	<ul style="list-style-type: none"> Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction 	<ul style="list-style-type: none"> Consistent. As described in Section 5.2, <i>Visual Quality/Neighborhood Character</i>, the bulk and scale of the proposed structures would be consistent with the scale of development in the area. The proposed structures would be lower in stature than the original laboratory building. The rooftops of proposed structures on the south mesa would be lower in elevation than the adjacent residences to the south.
<u>Strategic Framework</u> Respect the natural base	<ul style="list-style-type: none"> Allow the natural environment to define the City's form Protect urban canyons, significant hillsides and ridge lines 	<ul style="list-style-type: none"> Consistent. The project proposes buildings that would step down with the natural topography and an addition to the City's open space preserve system to retain the site's most sensitive resources, including native habitats and steep hillsides. Consistent. The proposed project would not affect steep hillsides. No canyons or ridgelines exist on site.
<u>Strategic Framework</u> Promote arts, culture and history	<ul style="list-style-type: none"> Ensure the preservation of a varied stock of historic and prehistoric resources representative of San Diego's historical record Preserve historically significant resources that have been identified through local, state or federal historical designation processes 	<ul style="list-style-type: none"> Consistent. As described in Section 5.4, <i>Historical Resources</i>, the proposed project would preserve the historical structures present on site. No prehistoric archaeological resources are known to exist on site. Consistent. As described in Section 5.4, <i>Historical Resources</i>, the Institute is listed on the City's Register of Historic Landmarks and has been deemed eligible for listing on the National Register of Historic Places (and, therefore, placed on the California Register of Historical Resources). The project design ensures preservation of the historically significant resources on site, with the exception of the east parking lot landscaping and associated spatial relationships. A portion of the landscaping would be salvaged and replanted, however, to retain the historic spatial relationships on the east mesa portion of the campus.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<u>Strategic Framework</u> Protect resources and prevent pollution	<ul style="list-style-type: none"> Conserve and restore natural and imported resources, such as energy, open space, wildlife, habitat, biodiversity, geographical features, soils, coastal features, watersheds, wetlands, waterways, and water quality and supply Conserve renewable and nonrenewable resources, such as natural materials, energy and water through greater efficiency of use, reuse, use of recycled water, and recycling to reduce the City and the region's reliance upon expansion of supply and importation Protect environmental and public health by reducing or eliminating the use of hazardous and toxic materials by residences, businesses and public agencies, and by taking actions to minimize the levels of pollutants entering the air, soil and water 	<ul style="list-style-type: none"> Consistent. The proposed project would conserve native habitats, steep slopes and drainages; would minimize impacts to water quality; and would incorporate appropriate energy conservation measures. Consistent. The project applicant would prepare a waste management plan to minimize the amount of solid waste generated during construction. The project would incorporate measures to minimize the use of water and energy. The proposed project would also provide reclaimed water hook-ups for irrigation. Consistent. As described in Section 5.8, <i>Hydrology/Water Quality</i>, the proposed project would feature a vegetated swale and in-line systems to filter runoff from development areas to protect water quality. No new sources of hazardous air emissions would occur as a result of the proposed project. All hazardous materials would be properly stored inside structures in accordance with federal, state and local regulations.

Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
PROGRESS GUIDE AND GENERAL PLAN (cont.)		
<u>Strategic Framework</u> Encourage efficient land development	<ul style="list-style-type: none"> • Work toward the citywide development of sustainable, or "green" buildings that use renewable energy and conserve energy through design, location, construction and operation, while increasing the comfort, health and safety of the people who live and work in them • Conserve and restore natural and imported resources, such as energy, land, wildlife, biodiversity, open space, soils, geographical features, air quality, and water quality and supply through efficient land use patterns • Increase landscaping and emphasize the use of deciduous trees and native plants to conserve energy, water and reduce urban runoff 	<ul style="list-style-type: none"> • Consistent. The proposed project would place the north lawn core facility and the northern parking garage underground (with turf as cover), which would conserve energy usage and reduce urban heat island effect, and eliminate most of the surface parking on site. Natural ventilation and light would be encouraged through the use of light wells. • Consistent. The proposed project would be constructed on a site that already is partially developed, and would include underground parking and multi-story structures to minimize the horizontal extent of development and disturbance of natural resources. The project applicant would implement an Exotic Species Removal Plan and Habitat Management Plan as discussed in Section 5.3, <i>Biological Resources</i>, to enhance the proposed open space on site. • Consistent. Landscaping is proposed throughout the site. Native and drought tolerant species would be seeded and planted throughout the site.
<u>Strategic Framework</u> Increase middle-income employment opportunities	<ul style="list-style-type: none"> • Preserve areas for middle-income employment uses including manufacturing, research and development, distribution and wholesale trade • Identify additional areas for the location of middle-income uses 	<ul style="list-style-type: none"> • Consistent. The proposed project would provide employment opportunities for researchers and support staff. • Consistent. The proposed project would provide for new scientific research and support opportunities, which are typically middle-income positions.

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Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
<u>UNIVERSITY COMMUNITY PLAN</u>		
<p><u>Overriding Plan - Overall Community</u> Create a physical, social and economic environment complementary to the University of California at San Diego and its environs and the entire San Diego metropolitan area</p>		<ul style="list-style-type: none"> • Consistent. The proposed project would complement research activities at UCSD, through the Institute's continued strong relationship with the University and the ongoing provision of educational and employment opportunities for UCSD graduate students. The proposed project also would benefit the entire San Diego metropolitan area by allowing the Institute to continue its world-renowned scientific endeavors and attracting to the region some of the most prestigious researchers in the field of biological studies.
<p><u>Overriding Plan - Overall Community</u> Develop the University area as a self-sufficient community offering a balance of housing, employment, business, cultural, educational and recreational opportunities</p>		<ul style="list-style-type: none"> • Consistent. The proposed project would offer expanded employment uses and would provide temporary residential quarters and daycare facilities for the benefit of Institute employees. The north lawn area would continue to be available for informal recreational activities by employees. Cultural activities would continue to be sponsored by the Institute as originally envisioned by Jonas Salk. Employees would continue to benefit from the Institute's strong relationship with UCSD and the Institute would continue to provide educational and employment opportunities for UCSD graduate students.

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Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Overriding Plan - Housing</u> Provide a broad range of housing types and costs to accommodate various age groups, household sizes and compositions, tenure patterns (renter/owner-occupied), and income levels		<ul style="list-style-type: none"> • Consistent. As an accessory use to the scientific research land use, the proposed project would include temporary housing quarters for visiting scientists, or transitional housing for recently hired employees who are seeking permanent housing in the area.
<u>Overriding Plan - Housing</u> Encourage housing for students and employees of the University and life sciences-research facilities		<ul style="list-style-type: none"> • Consistent. The proposed project would include temporary housing quarters for visiting scientists or recently hired employees at the Institute.
<u>Overriding Plan - Housing</u> Encourage a mixture of residential, commercial, and professional office uses		<ul style="list-style-type: none"> • Consistent. The proposed project would add scientific research space, support facilities, a daycare center and temporary housing quarters to its existing research facilities.

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Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
<u>UNIVERSITY COMMUNITY PLAN</u> (cont.)		
<u>Overriding Plan - Housing</u> Encourage the provision of nonstructured recreation areas such as open grassed playing fields		<ul style="list-style-type: none"> • Consistent. The north lawn area would continue to be available for informal recreation by Institute employees.
<u>Overriding Plan - Employment</u> Promote job opportunities within the University community		<ul style="list-style-type: none"> • Consistent. The proposed project would provide expanded job opportunities for researchers and support staff as discussed in Section 6.0 of this report.
<u>Overriding Plan - Open Space</u> Preserve the natural environment including wildlife, vegetation and terrain		<ul style="list-style-type: none"> • Consistent. The project proposes an open space dedication to preserve the site's most sensitive resources, including native habitats and steep slopes.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Overriding Plan - Public Facilities and Services</u> Insure that schools, parks, police and fire protection, sewer and water, library and other public facilities are available concurrently with the development which they are to serve</p>		<ul style="list-style-type: none"> • Consistent. As described in Section 6.3, <i>Effects Found Not To Be Significant</i>, the proposed project would not have a significant adverse impact on public services. Sewer and water service connections would be extended to the new facilities from existing facilities at the Salk Institute Road/North Torrey Pines Road intersection.
<p><u>Overriding Plan - Transportation</u> Encourage alternative modes of transportation by requiring developer participation in transit facility improvements, the Intra-Community Shuttle Loop and the Light Rail Transit system</p>		<ul style="list-style-type: none"> • Consistent. The existing Coaster shuttle and bus stops on the Institute property, from which employees are transported to the Sorrento Valley Coaster station, would not be affected by the proposed project. The Institute would continue its coordination with transit providers.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Overriding Plan - Community Environment</u> Minimize the impact of aircraft noise and the consequences of potential aircraft accidents		<ul style="list-style-type: none"> • Consistent. As described under Issue 4 of this section, the proposed project would not result in adverse impacts related to aircraft noise or safety because the site is outside of the 60 dB CNEL noise contour for MCAS Miramar and not within an accident potential zone.
<u>Overriding Plan - Community Environment</u> Foster individuality and identity of area throughout the community		<ul style="list-style-type: none"> • Consistent. The Institute is an important architectural landmark. The proposed structures would feature a similar architectural style and building materials as the existing structures.
<u>Overriding Plan - Community Environment</u> Insure that the physical development of the community takes advantage of the site and terrain		<ul style="list-style-type: none"> • Consistent. The proposed project would avoid impacts to steep slopes, would place structures on more gently sloping areas and would step structures down with the natural slope of the existing topography.

Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Overriding Plan - Community Environment</u> Encourage architectural styles and building forms suited to San Diego's landscape and climate		<ul style="list-style-type: none"> Consistent. The proposed design guidelines encourage architectural design on the site to take advantage of the coastal climate through use of daylighting strategies such as light wells, interior courts, arcades and deep recessed glazing. Operable windows also are encouraged.
<u>Overriding Plan - Community Environment</u> Limit traffic conditions which produce congestion and air pollution		<ul style="list-style-type: none"> Consistent. The proposed project would be consistent with the Development Intensity Element of the Community Plan, and the only unmitigable traffic impact would occur at a freeway intersection which would experience degraded LOS even without the proposed project. Pollutant emissions associated with project traffic would be below stated thresholds, as described in Section 5.6. <i>Air Quality</i>, and the emissions have been anticipated in the State Implementation Plan (SIP).
<u>Urban Design Linkage Objective:</u> Ensure that retrofitted and future transit stops optimize convenience and safety of riders and contribute to the functional and aesthetic quality of the community	<p>Accomplished by:</p> <ul style="list-style-type: none"> Ensuring that every new project, project addition or plan amendment request address the potential location of an integrated transit stop (within private property). An integrated transit stop is one that is designed as part of the architecture and site plan of a project. Integrated stations should be highly visible from the public street, adjacent to the most active uses within a project 	<ul style="list-style-type: none"> Consistent. A Coaster shuttle and bus stop already exists on the Institute property and would not be affected by the proposed project. The stops are located along the site's frontage with North Torrey Pines Road, a highly visible location where the bus route occurs. An integrated transit stop cannot be executed effectively on the Institute campus because of existing utilities, topographic variations, planned landscaping and an eight-foot elevation difference between the street and the Torrey East Building, which would preclude visibility of the station from the street.

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Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Urban Design</u> <i>Torrey Pines Subarea</i> <i>Objective:</i></p> <p>Protect and take maximum advantage of the Torrey Pines subarea's topography and unique natural vegetation</p>	<p>Accomplished by:</p> <ul style="list-style-type: none"> Insuring that developments do not intrude into the designated open space areas Requiring clustering of buildings and surface parking areas to avoid intrusion into areas of scenic or biological value. Developments should convey a park-like, open character to be achieved by limiting man-made construction, alterations and intrusions into natural terrain. Thirty to forty percent of the total land area within a project site should remain in open space uses Preserving existing mature trees. When feasible, development should occur around and in between mature trees. If that is not feasible, consideration should be given to moving trees into temporary nurseries during construction 	<ul style="list-style-type: none"> Consistent. The Community Plan designates the entire project site for scientific research use, and the project would be consistent with the Community Plan land use designation. No open space areas are designated on site; nonetheless, the project would leave <u>5-57.82</u> acres undeveloped and dedicate <u>3-221.27</u> of those acres as MHPA as discussed in Section 5.3, <i>Biological Resources</i>. Consistent. The proposed project would include underground parking and other design features to retain <u>5-57.82</u> acres of undeveloped land, consisting ofincluding the site's most sensitive resources (native habitats and steep slopes). Although less than 30 to 40 percent of the total land area on site, this <u>5-57.82</u> acres is greater than the impacts to sensitive habitat caused by the proposed development (<u>1-80.08</u> acres). Supplemental landscaping would be installed throughout the project site. The continued presence of extensive lawn areas also would contribute to the site's open character. Consistent. Most of the mature trees on the project site would be retained in place. Although the majority of mature trees along North Torrey Pines Road would be retained, several mature trees in the east parking lot would be removed. It is not feasible to retain them in place since it would make construction of the Torrey East Building, as proposed, infeasible. The mature trees in the east parking lot that are considered historic would be relocated elsewhere on site (see <i>Historical Resources</i>, Section 5.4). Trees within the north mesa parking lot are not tall in stature or mature in age. Trees removed from the north lawn would be replaced. No trees occur on the south mesa.

Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Urban Design</u> <i>Torrey Pines Subarea</i> <i>Objective:</i></p> <p>Protect and take maximum advantage of the Torrey Pines subarea's topography and unique natural vegetation (cont.)</p>	<p>Accomplished by:</p> <p>Requiring that projects be developed under Planned Development concepts in compliance with the following criteria:</p> <ul style="list-style-type: none"> a. Avoid destruction of native vegetation, wildlife habitats, geologic landmarks, or known archaeological resources b. Restore or otherwise improve previously graded and/or scarred slopes c. Accommodate development to the natural surface drainage system. Avoid unnecessary alterations to all natural watercourses 	<ul style="list-style-type: none"> • Consistent. The proposed project would minimize impacts to native vegetation communities. Approximately 5.57^{5.82} acres of undeveloped area would remain on site, including the 3.22^{1.27} acres preserved within the expanded MHPA. The site does not contain any known prehistoric archaeological resources or geologic landmarks. • Consistent. The only previously graded slope on site was created by the City of San Diego near the southwest property boundary over 20 years ago during the installation of a storm drain outlet structure. The proposed project would not affect that slope. • Consistent. The proposed project would not affect any natural watercourse on the property.

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Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Urban Design</u> <i>Torrey Pines Subarea</i> <i>Objective:</i> Protect and take maximum advantage of the Torrey Pines subarea's topography and unique natural vegetation (cont.)	Accomplished by: d. Ensure zero increase in run-off by preparing a storm water management plan e. Use the structural quality of the soils as a determinant of construction type. Incorporate appropriate mitigations for all identified geologic problems. Avoid reliance on engineering solutions to identified geologic problems where alternative siting would reduce grading requirements f. Use open or embedded foundation types adapted to hillside conditions. Avoid use of standard prepared pads on slopes above 25 percent	<ul style="list-style-type: none"> • Consistent. As described in Section 5.8, <i>Hydrology/Water Quality</i>, the proposed project would decrease runoff by constructing fewer areas of impervious surfaces than currently exist and would implement recommendations in the Water Quality Technical Report. • Consistent. As described in Section 5.9, <i>Geology</i>, there are no geologic hazards on site that would require unique engineering solutions. • Consistent. The proposed project would not impact any steep hillsides above 25 percent.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Urban Design</u> <i>Torrey Pines Subarea</i> <i>Objective:</i></p> <p>Protect and take maximum advantage of the Torrey Pines subarea's topography and unique natural vegetation (cont.)</p>	<p>Accomplished by:</p> <ul style="list-style-type: none"> • Insuring that street landscaping on North Torrey Pines Road include primarily eucalyptus or Torrey Pine trees to maintain the existing landscape theme. Such trees should be planted in the parkway with non-contiguous sidewalks where feasible • Planting trees in dense clusters to preserve and enhance the existing wooded character of this subarea • Retaining existing parkway trees along North Torrey Pines Road • Consolidating auto access into developments adjoining North Torrey Pines Road, to minimize removal of existing trees and other significant natural vegetation • Insuring that future development does not contribute to erosion, geologic instability or alteration of natural landforms along canyon bluffs or cliffs 	<ul style="list-style-type: none"> • Consistent. Many of the existing eucalyptus trees along this roadway also would be retained, and additional eucalyptus trees would be installed on both sides of the existing non-contiguous sidewalk along North Torrey Pines Road. Torrey Pine trees are planned for other areas of the campus landscaping. • Consistent. Many of the existing trees on site would be retained. Trees would be planted in clusters or dense formal plantings around the newly developed portions of the site. • Consistent. Most of the existing parkway trees along North Torrey Pines Road would be retained. These trees would be supplemented with additional trees after the Torrey East Building is constructed. • Consistent. No automobile access would be provided to the project site directly from North Torrey Pines Road that would cause the removal of trees or natural vegetation. • Consistent. Erosion would be addressed through the implementation of BMPs outlined in the Water Quality Technical Report. As discussed in Section 5.9, <i>Geology</i>, the natural slopes would be sufficiently stable to support the proposed structures, and no steep slopes would be graded by the project. No bluffs or cliffs occur on site.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p>Urban Design <i>Torrey Pines Subarea</i> <i>Objective:</i></p> <p>Minimize the total amount of impervious surfaces such as parking, driveways, terraces, patios, tennis courts and other similar facilities</p>	<p>Accomplished by:</p> <ul style="list-style-type: none"> Locating parking areas on slopes below 25 percent and hidden from visibility from the roadways. All parking should be placed behind or under buildings, in structures, or the parking lots should be shielded from roadway view by an elevation difference and landscaping. Driveways should intersect a road at or near a 90 degree angle 	<ul style="list-style-type: none"> Consistent. No development (including parking areas) is proposed on slopes exceeding 25 percent. The proposed project would replace existing surface parking along North Torrey Pines Road and Torrey Pines Scenic Drive with structures, courtyards and associated landscaping. The majority of the new parking spaces on the site would be underground. A few surface spaces would be created near both the daycare facility and the temporary housing, along the proposed private driveway. Surface parking spaces would be screened from public view by intervening structures or landscaping. Entrances to the site would intersect the adjoining roadways at 90-degree angles.
<p>Urban Design <i>Torrey Pines Subarea</i> <i>Objective:</i></p> <p>Insure visual and physical access to natural canyons, resource areas and scenic vistas</p>	<ul style="list-style-type: none"> Avoiding walling off views from public roadways through inappropriate landscaping, siting of development, or unnecessary use of block walls or other solid fencing 	<ul style="list-style-type: none"> Consistent. The Salk Community Center Building would be constructed on the lowest elevation of the north mesa while the underground parking structure would be placed on the upper portion of the mesa. An approximately 360-foot wide view corridor would be created on site over the underground parking garage. This arrangement of structures would ensure that views of the ocean and scenic coastal areas across the site from Torrey Pines Scenic Drive would be preserved and not walled off from the adjacent public road. No significant impacts to views from North Torrey Pines Road would occur since the ocean and natural habitat areas are not visible from the segment of road adjacent to the project site.

Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Urban Design</u> <i>Torrey Pines Subarea</i> <i>Objective:</i></p> <p>Insure visual and physical access to natural canyons, resource areas and scenic vistas (cont.)</p>	<p>Accomplished by:</p> <ul style="list-style-type: none"> Massing structures so as to preserve view corridors west to the ocean. Higher intensities should occur in less steep areas Requiring pedestrian and bicycle public access paths to scenic viewpoints as a condition of building permit approval. Path entrances should be clearly visible from the public street, and open at all times. The access path should terminate at a point offering scenic vistas of coastal bluffs or other natural features. The path terminus should be relatively flat and allow bicycles to be parked side-by-side. If possible, pedestrian and bicycle paths should be continuous along the rims of canyons to further maximize public views and enjoyment 	<ul style="list-style-type: none"> Consistent. The proposed Salk Community Center Building would be massed at the lowest portion of the north mesa so as to preserve a 360-foot wide view corridor across the underground parking garage to the ocean and scenic coastal areas. Although it would encroach into views of the ocean and coast available from a segment of Torrey Pines Scenic Drive, the proposed design and design guidelines would remove existing visual clutter from the view corridor, place the parking garage below grade, limit the heights of walls and landscaping within the view corridor and preserve visual access in the area. See additional discussion on this issue in Section 5.2, <i>Visual Quality/Neighborhood Character</i>. Consistent. A new five-foot wide sidewalk extension is proposed within the right-of-way for Torrey Pines Scenic Drive to the western property boundary, which would improve access to the Torrey Pines City Beach and the Torrey Pines Gliderport. No public pedestrian or bike paths are proposed on site.

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Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Urban Design</u> <i>Torrey Pines Subarea</i> <i>Objective:</i></p> <p>Insure that massing of structures and design detail of new buildings contribute to a visually coherent streetscape</p>	<p>Accomplished by:</p> <ul style="list-style-type: none"> Staggering individual buildings to maintain view corridors and achieve height and setback variations that fit better into rolling topography. Lower rise buildings should be closer to the street and the periphery of the site, while taller buildings should be towards the center of the development 	<ul style="list-style-type: none"> Consistent. Site topography is a level mesa and not rolling in form. The aboveground buildings visible from public roadways would be lower in stature than the original laboratory building. The north lawn core facility would be constructed in a basement configuration below grade and would not affect the streetscape. The daycare facility and temporary housing would not be visible from a public roadway. The Torrey East Building would be massed away from North Torrey Pines Road. Although the Salk Community Center Building on the north mesa would be closer to the street than existing structures and not lower in stature than other proposed buildings, it would be arranged in a fashion that would preserve a 360-foot wide view corridor along Torrey Pines Scenic Drive that parallels the site. Implementation of the design guidelines would ensure that a visually coherent streetscape would be created and views would be enhanced.

Table 5.1-1 (cont.)
 PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Urban Design</u> <i>Torrey Pines Subarea</i> <i>Objective:</i></p> <p>Insure that massing of structures and design detail of new buildings contribute to a visually coherent streetscape (cont.)</p>	<p>Accomplished by:</p> <ul style="list-style-type: none"> Designing structures to create smooth transitions in form, height and scale between adjacent buildings, as well as with the character of the entire Torrey Pines subarea Using major variations in the planes of wall surfaces, e.g., angled or recessed walls and pronounced architectural elements and techniques to avoid a boxy square building Interlocking structures with hillside contours and vegetation. Irregular architectural edges and plantings at the base of buildings can help achieve a smooth transition into rolling topography Recognizing the cumulative visual effect of roofs when viewed from above or below. Slanting, pitched, or other varied roof forms are more compatible with sloping topography. Spanish style red tile roofs or other bright colors are not recommended in the Torrey Pines subarea. Earth tone roofs and buildings are better suited to the natural character of the area 	<ul style="list-style-type: none"> Consistent. The proposed buildings would be similar in form, height and scale to the existing buildings on site and in the project area, and would complement the scientific research character of the Torrey Pines subarea. Consistent. The project design and design guidelines contain architectural interest through the use of recessed walls and articulated facades. Consistent. The proposed project would feature plantings at the base of buildings to provide a visual transition to the adjacent open space and off-site finger canyon. Consistent. Roofs for the proposed buildings would be flat and would step down with topography. Cool roofing assemblies would include light-colored ballasts and would coordinate with the material and color of the proposed buildings. No tile roofs would be permitted.

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Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Urban Design</u> <i>Torrey Pines Subarea</i> <i>Objective:</i></p> <p>Insure that massing of structures and design detail of new buildings contribute to a visually coherent streetscape (cont.)</p>	<p>Accomplished by:</p> <ul style="list-style-type: none"> Encouraging a compatible variety of materials and textures but avoiding reflective surfaces, metallic detailing, "gimmicky" architectural themes and highly contrasting color combinations because they are inconsistent with the natural character of the Torrey Pines subarea Screening from public view all mechanical equipment, trash storage, service areas and utility appurtenances. Screening devices may include walls, doors or landscaping Designing signs as integral parts of developments. Corporate symbols or logos should be used rather than corporate names. Such logos should not be located on the roof of a building nor be freestanding on a pole. Project identification and directional signage including building address numbers should be placed in locations clearly visible from the public street. Such numbers should also be of a size and height convenient to the motorist. Permitted number and size of signs should conform to the City's Sign Regulations 	<ul style="list-style-type: none"> Consistent. The proposed project would be constructed using materials similar to those currently used on site. No reflective surfaces or other bright-colored materials are proposed. Consistent. All mechanical equipment would be screened from public view using walls and/or landscaping. Where possible, new mechanical equipment would be integrated into existing building footprints. A loading and trash/recycling area is proposed at the south end of the Torrey East Building and would be screened by a 12-foot high architectural concrete wall and steel fencing, which would, in turn, be screened with landscaping. Consistent. Signage for the Institute campus exists along North Torrey Pines Road and would not be modified as part of the proposed project. New signage would be limited to building identification and would conform to the City's signage regulations in the SDMC and the Salk Institute signage program contained in the design guidelines.

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Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Development Intensity</u> Develop an equitable allocation of development intensity among properties, based on the concept of the "urban node"	<ul style="list-style-type: none"> Development at the Institute (Subarea 1) is limited to 500,000 square feet of scientific research use on 26.88 acres. The definition used in the Zoning Ordinance shall apply when calculating square footage The purpose of the CPIOZ "A" will be to limit uses and development intensity to the levels specified in the Land Use and Development Intensity Table 	<ul style="list-style-type: none"> Consistent. The proposed project would result in a total of 500,000 gross square feet of floor area. Consistent. The proposed project would not exceed the square footage specified in the Land Use and Development Intensity Table and would amend existing permits and obtain an SDP/PDP/CDP and VTM to permit all proposed uses.
<u>Development Intensity</u> Provide a workable circulation system which accommodates anticipated traffic without reducing the Level of Service below "D"		<ul style="list-style-type: none"> Inconsistent. As described in Section 5.5, <i>Traffic/Circulation</i>, the proposed project would not cause LOS to reduce below D, and traffic impacts would be mitigated to below a level of significance, with the exception of the intersection at the I-5/Genesee Avenue interchange. The project's contribution to delays at this intersection would result in direct and cumulative impacts; these impacts would be significant and unmitigable due to the uncertainty surrounding the implementation of planned intersection improvements.
<u>Housing/Residential</u> Increase the consumer's freedom of choice in terms of tenure and type of housing available		<ul style="list-style-type: none"> Consistent. The proposed project would provide temporary and transitional housing units for visiting researchers and newly hired staff.

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Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Industrial</u> Insure that industrial land needs as required for a balanced economy and balanced land use are met consistent with environmental considerations	<ul style="list-style-type: none"> Recommend drought-resistant landscaping in all new industrial development and retain or revegetate canyon areas and adjacent slopes with native species 	<ul style="list-style-type: none"> Consistent. Native and/or non-invasive species would be used in all disturbed areas outside of the buildings where they interface with undeveloped land or MHPA.
<u>Industrial</u> Encourage development of industrial land uses that are compatible with adjacent non-industrial uses and match the skills of the local labor force	<ul style="list-style-type: none"> For compatibility with MCAS Miramar, projects should be consistent with the ALUCP Maximize the effectiveness of buffer zones along adjacent non-industrial land uses and major roadways by means of increased distance, topographic relief, sensitive landscaping or a combination of these factors. Based on previous City Council approved permits, a precedent has been established for a 100-foot landscaped buffer to be maintained between residential and industrial land uses New projects or major additions to projects should provide an outdoor seating area for employees Conditionally reduce parking requirements for industrial establishments that provide incentives for alternative forms of transportation (car-pools, shuttle buses, bicycles, or mass transit). The ongoing implementation of these programs could be assured through development agreements 	<ul style="list-style-type: none"> Consistent. As described under Issue 4 of this section, the proposed project would be consistent with the ALUCP. Consistent. All proposed scientific research buildings would be a minimal distance of approximately 700 feet from any residential land uses, and landscaping would be enhanced along the property line to further reinforce the buffer. Public roads and a private driveway would also provide separation between off-site uses and proposed buildings. Consistent. The proposed project would provide numerous outdoor seating areas for employees. Consistent. The proposed project would be consistent with the City's parking requirements, as described in Section 5.5, <i>Traffic/Circulation</i>. The project would continue to offer incentives to its employees for use of alternative transportation as described in Section 5.5 and in Appendix D to this EIR.

Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Industrial</u> Encourage development of industrial land uses that are compatible with adjacent non-industrial uses and match the skills of the local labor force (cont.)	<ul style="list-style-type: none"> In order to maintain the present quality and cohesiveness of existing scientific research parks, the development designs and proposed land uses should be carefully reviewed in these areas 	<ul style="list-style-type: none"> Consistent. The proposed project has been the subject of extensive City staff review, which will be followed by public and decision-maker review.
<u>Industrial</u> Emphasize the city-wide importance of and encourage the location of scientific research uses in the North University area because of its proximity to UCSD		<ul style="list-style-type: none"> Consistent. The proposed project would allow the Institute to develop new and expanded scientific research facilities consistent with the institutional missions of the Institute. There are numerous programs in place that link the Institute to UCSD, which would continue in the future.
<u>Open Space and Recreation</u> Preserve the natural resources of the community through the appropriate designation and use of open space. Major topographic features and biological resources should be preserved as undeveloped open space	<ul style="list-style-type: none"> Except as necessary to provide adequate fire buffers around structures, the natural vegetation on slopes should be retained. Disturbed slopes should be revegetated with native flora 	<ul style="list-style-type: none"> Consistent. The MHPA dedication area corresponds to all native habitats on site that would not be affected by existing or future Zone 1 brush management requirements. Slopes created during grading would be revegetated with native species where they interface with the open space.

Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Open Space and Recreation</u> Establish an open space system that will utilize the terrain and natural drainage system to guide the form of urban development, enhance neighborhood identity and separate incompatible land uses</p>	<ul style="list-style-type: none"> It is recommended that planned developments be used in developing hillsides to permit clustering the structures on the more level areas and to reduce grading In steep terrain, padded areas should be made in smaller increments to minimize bank height and level areas should be created more by building structures than by grading. The creation of standard, level building pads should be avoided. As a general guideline, only a small portion (10 percent) of the slopes with 25 percent or greater gradients should be graded Development, alteration or grading of natural landforms should not occur along bluffs or cliffs, within drainage canyons, or on slopes of 25 percent or greater in the Coastal Zone The design of hillside developments should relate to the existing topography and should be compatible with the scale and character of surrounding development. Attention should be given to building scale, roof design, materials and color. Visual access to open space areas from public roadways should be maintained 	<ul style="list-style-type: none"> Consistent. All structures would be built on the more level portions of the site that are less than 25 percent slope (i.e., that are not steep hillsides). Consistent. The proposed project would not grade any steep hillsides. Consistent. The proposed project would not result in any grading of slopes over 25 percent (i.e., steep hillsides) and would not affect any natural drainages, bluffs or cliffs. Consistent. No hillside development is proposed. Grading and development would descend with the natural terrain in the area. Proposed structures would be compatible with the scale and character of surrounding development, as discussed under Issue 1 in Section 5.2, <i>Visual Quality/Neighborhood Character</i>. No visual access to open space areas currently exists along Torrey Pines Scenic Drive.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Open Space and Recreation</u> Promote public health and safety by designating areas with high potential for landslides, earthquake faults or aircraft accidents as open space	<ul style="list-style-type: none"> Development on slopes or near bluffs should not contribute to erosion or geologic instability of the site or adjacent properties. A detailed drainage plan should be required for all new bluff top development. Any geologic constraints to development should be identified prior to project approval 	<ul style="list-style-type: none"> Consistent. No development is proposed on slopes or near bluffs. No geologic constraints to development exist, as discussed in Section 5.9, <i>Geology</i>. A preliminary drainage study has been prepared. The proposed project would retain existing drainage patterns, would result in a net decrease in the amount of impervious surface area (with a slight net increase in runoff generation) and would incorporate appropriate short- and long-term BMPs. See Section 5.8, <i>Hydrology/Water Quality</i>, for more discussion.
<u>Open Space and Recreation</u> Develop a linkage system to connect recreational and natural open space areas throughout the community	<ul style="list-style-type: none"> Open spaces within residential or commercial developments should be linked, wherever feasible, to nearby parks or open space canyons. The design of the projects should encourage access to recreational areas by means of pedestrian and bicycle movement 	<ul style="list-style-type: none"> Consistent. New sidewalk linkages are proposed internal to the project that would link new development with existing sidewalks in the area. A five-foot wide sidewalk extension is proposed within the right-of-way for Torrey Pines Scenic Drive to the western property boundary.
<u>Noise</u> Minimize and avoid adverse noise impacts by planning for the appropriate placement and intensity of land uses relative to noise sources	<ul style="list-style-type: none"> The development of land uses incompatible with the SANDAG study or subsequent similar studies on aircraft noise should be prohibited 	<ul style="list-style-type: none"> Consistent. As described under Issue 4 of this section, the proposed project would be compatible with the noise levels and ALUCP for MCAS Miramar.

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Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<p><u>Safety</u> Protect the public health and safety by guiding future development so that land use is compatible with identified geologic risks, including seismic and landslide hazards</p>	<ul style="list-style-type: none"> When geologic hazards are known or suspected, a geologic reconnaissance should be performed prior to project approval to identify development constraints 	<ul style="list-style-type: none"> Consistent. A geologic reconnaissance was prepared, as well as a fault study and slope stability analysis, as described in Section 5.9, <i>Geology</i>. No unique hazards exist on site that would preclude development.
<p><u>Safety</u> Ensure that proposed development does not create or increase geologic hazards either on- or off-site</p>	<ul style="list-style-type: none"> Maintain the natural drainage system and minimize the use of impervious surfaces. Concentrations of runoff should be adequately controlled to prevent an increase in downstream erosion. Irrigation systems should be properly designed to avoid over-watering Graded slopes should be revegetated with native or drought-tolerant species to restore pre-development drainage conditions 	<ul style="list-style-type: none"> Consistent. No natural drainage systems would be impacted by the proposed project. A portion of the runoff would be directed through a vegetated swale. Runoff would be adequately controlled by the existing storm drain system in place. The project would implement BMPs, as described in Section 5.8, <i>Hydrology/Water Quality</i>, to prevent erosion and sedimentation effects. Consistent. All graded slopes interfacing with the on-site open space would be revegetated with native species. Minimal changes in the drainage conditions would occur.
<p><u>Safety</u> Promote public safety by taking into account aircraft accident potential in the placement of structures and activities</p>	<ul style="list-style-type: none"> New projects in the community should be reviewed by the City for compatibility with established Accident Potential Zones as delineated in the MCAS Miramar CLUP or subsequent similar documents 	<ul style="list-style-type: none"> Consistent. As described under Issue 4 of this section, the proposed project would be consistent with the ALUCP.

Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Resource Management</u> Preserve the community's natural topography, particularly in the coastal zone and in major canyon systems	<ul style="list-style-type: none"> Canyons, hillsides and natural drainage systems should be preserved. Grading should be kept to a minimum, particularly adjacent to designated open space areas 	<ul style="list-style-type: none"> Consistent. The proposed project would avoid any impacts to steep hillsides or slopes and natural drainages. The bulk of grading would involve excavations for subsurface structures and would not alter the natural topography of the site. No designated open space areas exist on site.
<u>Resource Management</u> Increase accessibility to the beaches and shoreline in a manner compatible with resources preservation		<ul style="list-style-type: none"> Consistent. The proposed project would not affect existing beach access at Torrey Pines City Park and would construct a new five-foot wide sidewalk extension within the right-of-way for Torrey Pines Scenic Drive to the western property boundary.
<u>Resource Management</u> Protect biological resources through the wise management and use of the community's natural open space and parks	<ul style="list-style-type: none"> Native vegetation should be retained wherever feasible to reduce erosion, to preserve native species and representative habitats, and to buffer open space parks and canyons from urban encroachment. Disturbed areas should be revegetated with native flora 	<ul style="list-style-type: none"> Consistent. The proposed MHPA dedication area contains all native habitats on site that would not be affected by existing or future Zone 1 fuel modification. The expansion would provide dedicated open space for the MHPA on site. Disturbed areas would be revegetated with native or naturalized species, which would require minimal to no irrigation.

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Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Resource Management</u> Contribute to the maintenance or improvement of regional water quality by controlling siltation and urban pollutants in runoff	<ul style="list-style-type: none"> Development should minimize erosion and sedimentation. If a project site is on or adjacent to sloping lands, drainage systems should be designed so that the peak rate of runoff for the 10-year frequency storm event will not exceed the rate under undeveloped conditions. Runoff control should be accomplished by catchment basins, siltation traps or detention basins along with energy dissipating measures or by other methods which are equally effective Grading during the rainy season should be avoided wherever possible. Erosion should be minimized by grading in increments during the rainy season and by using temporary erosion control measures. In areas where grading is completed, all disturbed slopes should be stabilized by vegetation or other means prior to the rainy season 	<ul style="list-style-type: none"> Consistent. As described in Section 5.8, <i>Hydrology/Water Quality</i>, the project design would feature a drainage system and BMPs to control erosion and peak runoff. An existing off-site detention basin would capture runoff and dissipate the energy. Consistent. Project construction would be required to implement BMPs to control erosion during and after construction, as described in Section 5.8, <i>Hydrology/Water Quality</i>,
<u>Resource Management</u> Encourage the conservation of water in the design and construction of buildings and in landscaping	<ul style="list-style-type: none"> Building construction should incorporate equipment or devices with low water requirements. Landscaping plans should utilize drought-tolerant plants and efficient watering systems 	<ul style="list-style-type: none"> Consistent. All new plumbing fixtures would be low-flow and energy efficient. Mechanical systems would be climate controlled and rely on economizer cycles and natural cooling. Native species would be seeded and planted in all disturbed areas not covered by buildings or hardscape. Site irrigation would be electronically controlled by state-of-the-art irrigation systems for efficient water use.

Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Resource Management</u> Reduce energy consumption by requiring energy efficiency in building design and landscaping and by planning for a self-contained community and energy efficient-transportation	<ul style="list-style-type: none"> Development plans should be reviewed for energy conserving features. Site design should maximize opportunities for active and passive heating and cooling by means of appropriate building orientation, solar access and landscaping. Commercial and industrial developments should incorporate measures to increase energy-efficient forms of transportation by supplying bicycle racks, showers, priority parking for car pools, bus stops with support facilities, and other incentives 	<ul style="list-style-type: none"> Consistent. Energy-efficient fixtures and insulated glazing would be installed in all new buildings. As described in Section 3.2.4.9, <i>Circulation/Parking</i>, the Institute currently implements an extensive public transportation program, which would continue under the proposed project. In addition, new bike racks and showers would be integrated into various areas of the campus. The Institute would also continue the "free bike" program with UCSD where employees can borrow a bike to access the University campus, rather than drive.
<u>Resource Management</u> Provide for the identification and recovery of significant paleontological resources	<ul style="list-style-type: none"> Impacts to paleontological resources should be identified and mitigated, if necessary, through the environmental review process 	<ul style="list-style-type: none"> Consistent. As described in Section 5.10, <i>Paleontological Resources</i>, potential impacts to paleontological resources would be reduced below a level of significance through the implementation of construction monitoring measures.

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Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
UNIVERSITY COMMUNITY PLAN (cont.)		
<u>Resource Management</u> Ensure the effective preservation and management of significant archaeological and historic resources	<ul style="list-style-type: none"> Potential impacts to archaeological resources should be identified during the permit process. If the impact of the proposed development is determined to be significant, mitigation measures should be determined by a qualified archaeologist and required as a part of project approval 	<ul style="list-style-type: none"> Consistent. No prehistoric archaeological resources are known to exist on site, therefore no related impacts are expected as described in Section 5.4, <i>Historical Resources</i>. However, if such resources are encountered on site, impacts would be significant and fully mitigated as discussed in Section 5.4. Potential impacts to non-prehistoric archaeological resources (i.e., subsurface remains of Camp Callan) also would be fully mitigated as discussed in Section 5.4, and thus the proposed project would be consistent with the Community Plan. While a portion of the historic setting (i.e., the east parking lot landscaping and spatial associations) on the Institute campus would be impacted by the proposed project, those impacts would be sufficiently mitigated. Furthermore, the historic original laboratory building and iconic courtyard setting would be left completely untouched and thus effectively preserved in perpetuity.
LA JOLLA COMMUNITY PLAN		
<u>Visual Resources</u>	<p>Public views from identified vantage points, to and from La Jolla's community landmarks and scenic vistas of the ocean, beach and bluff areas, hillsides and canyons shall be retained and enhanced for public use (see Figure 9 and Appendix G).</p> <p>Public views to the ocean from the first public roadway adjacent to the ocean shall be preserved and enhanced, including visual access across private coastal properties at yards and setbacks.</p>	<ul style="list-style-type: none"> Consistent. The proposed Salk Community Center Building would be visible from the trail leading down to scenic vista #1 within Torrey Pines City Park, but would not be visible within the designated viewshed (see Figure 5.2-13 for a photograph of the view corridor, Figure 5.2-21 for its location relative to the project site and Figure 5.2-29 for the proposed view from the trail). Additional discussion on this issue is provided in Section 5.2, <i>Visual Quality/Neighborhood Character</i>, of this report. Consistent. No views of the ocean or scenic coastal areas are available from the applicable segment of North Torrey Pines Road; therefore, the proposed project would not need to preserve or enhance such views.

Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
<u>NORTH CITY LOCAL COASTAL PROGRAM/LAND USE PLAN</u>		
<p><u>Visual Resources and Special Communities</u> Protect the visual integrity of future development on the slopes above San Dieguito Lagoon, at the Interstate 5-Carmel Valley Road Intersection and in the Sorrento Valley Industrial Area¹</p>	<p><u>Goal:</u> To preserve and enhance the unique natural beauty and amenities of the Torrey Pines Community¹.</p> <ul style="list-style-type: none"> • Protect scenic and visual qualities of coastal areas as a public resource. • Development should be designed to protect public views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas and where feasible, to restore and enhance visual quality in visually degraded public areas <p>¹ Policy is provided for consistency with CDP/CUP/HRP No. 90-1140 issued by the City in 1991; policy language is not applicable to the University-La Jolla Community where the project exists.</p>	<ul style="list-style-type: none"> • Consistent. The proposed project would not affect any of the scenic or visual qualities on the coastal areas within the Torrey Pines Community. See the policy analysis below for a discussion on project effects on the University-La Jolla Community. • Consistent. The proposed project would not affect any public views, natural landforms, character and visual quality within the Torrey Pines Community. See the policy analysis below for a discussion on project effects on views in the University-La Jolla Community.
<p><u>Public Access</u> Provide public access to Torrey Pines City Beach without adversely impacting the bluffs and environmentally sensitive upland areas</p>	<ul style="list-style-type: none"> • Provide public access to the Pacific Ocean in the vicinity of the State beach • All shoreline access should mitigate impacts on the bluff and environmentally sensitive upland areas. Physical access should be restricted where not acceptable due to environmental conditions, in exchange for visual access possibilities, view areas, etc. 	<ul style="list-style-type: none"> • Consistent. The project would not affect public access to the State or City Beach. A new five-foot wide sidewalk extension is proposed within the right-of-way for Torrey Pines Scenic Drive to the western property boundary. • Consistent. No changes to shoreline access in the project area are proposed since the bluffs where access occurs are west of the project site and would be unaffected by the proposed project.

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Table 5.1-1 (cont.)
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
<u>NORTH CITY LOCAL COASTAL PROGRAM/LAND USE PLAN</u> (cont.)		
<p><u>Locating and Planning New Development</u> Protect archaeological coastal resources on the hillside above Sorrento Valley and La Jolla against degradation through appropriate siting of new development in the Torrey Pines Research Park and the La Jolla Bluffs area</p>	<ul style="list-style-type: none"> • A geotechnical report by a registered geologist should be required before a development permit is issued. The report will include: historic cliff erosion, geologic conditions including soil and rock conditions, cliff geometry, landslides, wave and tidal action, ground and surface water conditions and variations, potential effects of the proposed development, and any other factor that may affect slope stability • It is recommended that life science/research facilities exclusively be permitted in Subarea 4 • To preclude the development of land uses incompatible with the current and protected operations at MCAS Miramar, the CLUP should be utilized as a guideline • Development should also protect the existing scenic qualities of North Torrey Pines Road. Because of their distinct visual qualities, the eucalyptus, pine and other mature trees along Torrey Pines Road north of Genesee Avenue should be retained. Access to development adjoining the road should be consolidated and designed to minimize the need for the removal of these trees and other significant vegetation 	<ul style="list-style-type: none"> • Consistent. As described in Section 5.9, <i>Geology</i>, a geology report was prepared and there are no slope stability issues associated with project site development. • Consistent. The project proposes expansion of existing life science/research facilities in Subarea 4. • Consistent. As described under Issue 4 of this section, the proposed project would be consistent with the ALUCP. • Consistent. Existing eucalyptus trees along North Torrey Pines Road would be retained and would be supplemented by additional eucalyptus plantings in conjunction with the proposed Torrey East Building. No vehicular access to the site would be provided from North Torrey Pines Road.

000705

Table 5.1-1 (cont.)

PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
<u>NORTH CITY LOCAL COASTAL PROGRAM/LAND USE PLAN</u> (cont.)		
<p><u>Locating and Planning New Development</u> Protect archaeological coastal resources on the hillside above Sorrento Valley and La Jolla against degradation through appropriate siting of new development in the Torrey Pines Research Park and the La Jolla Bluffs area (cont.)</p>	<ul style="list-style-type: none"> Landscaping should be used to screen buildings and paved areas that break up large surface parking areas. Drought-resistant plant materials should be utilized to the maximum extent possible Building design and signs should be integrated into one architectural plan. Freestanding and roof signs should not be allowed, and monument signs should not exceed eight feet in height including mounding On-site parking should be required to accommodate employees, company vehicles and visitors. Utilization of public transit and car pools may reduce the number of required on-site parking spaces Development, alteration or grading of natural landforms should not occur along bluffs or cliffs, within drainage canyons, or on slopes of 25 percent or greater in order to prevent erosion and protect existing coastal sage communities. Dedicated open space easements should be obtained for these areas. 	<ul style="list-style-type: none"> Consistent. Torrey Pine and eucalyptus trees would be employed to screen buildings. The proposed project would remove large surface parking areas and would underground the majority of on-site parking. Primarily naturalized species would be seeded and planted in all disturbed areas outside of the buildings. Consistent. All signage on the property would be required to conform to the Salk Institute Signage master plan and the SDMC requirements. All signs would be compatible with the architecture of the buildings they identify, and roof signs would not be permitted. Consistent. As described in Section 5.5, <i>Traffic/Circulation</i>, the proposed project would provide a sufficient number of parking spaces in accordance with SDMC requirements. The Institute's existing alternative transportation programs would continue. Consistent. The proposed project would avoid impacts to steep slopes and natural drainages, and would dedicate an open space easement to protect those resources and the sensitive habitats they encompass.

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Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES		
GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
NORTH CITY LOCAL COASTAL PROGRAM/LAND USE PLAN (cont.)		
<p><u>Locating and Planning New Development</u> Protect archaeological coastal resources on the hillside above Sorrento Valley and La Jolla against degradation through appropriate siting of new development in the Torrey Pines Research Park and the La Jolla Bluffs area (cont.)</p>	<ul style="list-style-type: none"> Other development should provide a drainage system that would limit the rate of runoff and resulting erosion to that which occurs naturally from the existing undeveloped site. Runoff and erosion control, including remedial action for existing developments, should be accomplished by such means as on-site catchment basins, desilting basins, subsurface storm drains and energy dissipating measures at the terminus of the subsurface storm drains Land should be developed in increments of workable size, which can be completed during a single construction season in order to minimize soil exposure. No grading or land alteration should occur during the rainy season. Prior to grading, the developer shall construct an adequate temporary siltation basin to minimize siltation and erosion of adjacent lower properties. All areas disturbed but not completed during the construction season, including graded pads, should be planted and stabilized in advance of the rainy season. All disturbed slopes in a completed development involving grading should be stabilized as soon as possible through planting of appropriate vegetation In the event that significant archaeological or paleontological resources are discovered on sites to be considered for improvement, reasonable mitigation measures, as determined by a professional archaeologist, should be required. Fill dirt will not be considered a suitable means of mitigation 	<ul style="list-style-type: none"> Consistent. As described in Section 5.8, <i>Hydrology/Water Quality</i>, the project design would feature a drainage system and BMPs to control erosion and peak runoff. An existing off-site detention basin would capture runoff and dissipate the flow-related energy. Consistent. The proposed project would be phased, which would minimize the amount of construction that could occur during a single season. As described in Section 5.8, <i>Hydrology/Water Quality</i>, the contractor would implement BMPs outlined in the Water Quality Technical Report to ensure that erosion is minimized. Consistent. No prehistoric archaeological resources are known to occur on site. Mitigation measures contained in Section 5.4, <i>Historical Resources</i>, and 5.10, <i>Paleontological Resources</i>, would ensure that potential impacts to archaeological resources and paleontological resources would be avoided or reduced to below a level of significance.

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5.2 VISUAL QUALITY/NEIGHBORHOOD CHARACTER

5.2.1 Existing Conditions

Existing Views

An inventory of all potential public views in the project area was conducted in March and June 2005 to establish the baseline conditions in the project area. Sixteen potential views were identified from locations along public trails within Torrey Pines City Park, public roadways in the project area and a designated view corridor in the La Jolla Community Plan (Figure 5.2-1, *Potential View Locations*). Existing views of the project site from these surrounding public rights-of-way and trails are depicted in Figures 5.2-2, *Photo Location 1: Torrey Pines Scenic Drive*, through 5.2-17, *Photo Location 16: North Torrey Pines Road*. Table 5.2-1, *Public Views in Project Area*, provides a summary description of the views available from each location. Public views into the interior of the Salk Institute (Institute) property are available from Torrey Pines Scenic Drive, North Torrey Pines Road and Salk Institute Road in the project vicinity and from public trails within Torrey Pines City Park. The Institute property is also visible from the Torrey Pines Gliderport facility within the City Park, but is not visible from the beach or surf zone below because of the coastal bluffs that block potential visual access inland of the beach (see Figure 5.2-10, *Photo Location 9: Torrey Pines City Beach/Box Canyon*). Offshore boating activity is relatively light as there are no marinas within 11.5 miles of the project site.

**Table 5.2-1
PUBLIC VIEWS IN PROJECT AREA**

Photo Location ¹	Summary Description	Key Contributing Features (listed from short to long-range)	Primary View Direction
1	View from Torrey Pines Scenic Drive at midpoint of road where view of Pacific Ocean begins	<ul style="list-style-type: none"> - Parked cars along road - Parking lot, cars, light poles and temporary buildings on Institute property - Street trees and shrubs - Non-native scrub - Pacific Ocean 	West
2	View from Torrey Pines Scenic Drive at bend in road on approach to Torrey Pines Gliderport	<ul style="list-style-type: none"> - Parked cars along road - Parking lot, cars and light poles on Institute property - Pacific Ocean 	West to northwest

**Table 5.2-1 (cont.)
PUBLIC VIEWS IN PROJECT AREA**

Photo Location ¹	Summary Description	Key Contributing Features (listed from short to long-range)	Primary View Direction
3	View toward site from Indian Canyon parking lot	<ul style="list-style-type: none"> - Barren dirt parking area - Trees and turf associated with Torrey Pines Golf Course - Native scrub on mesa and slopes - Institute parking lot and buildings - Black Horse Farms residences - UCSD dormitory and educational buildings 	South
4	View toward site from northwest bluffs	<ul style="list-style-type: none"> - Native scrub on bluff top - Parking lot barriers - Pacific Ocean and coastline - Trees associated with Torrey Pines Golf Course 	South to southeast
5	View toward ocean from northwest bluffs	<ul style="list-style-type: none"> - Native scrub on bluff top - Parking lot barriers - Pacific Ocean 	West
6	View south from Torrey Pines City Beach trailhead	<ul style="list-style-type: none"> - Native scrub on bluff top - Trailhead signage/paved entrance - Dirt disturbances - Coastal canyon/hillsides - Pacific Ocean and coastline 	Southeast to southwest
7	View east from midpoint of Torrey Pines City Park trail on bluff top	<ul style="list-style-type: none"> - Native scrub in coastal canyon/hillsides - Institute buildings - Black Horse Farms residences 	East
8	View toward site on public trail (across private land) leading to Box Canyon	<ul style="list-style-type: none"> - Native scrub in coastal canyon/hillsides - Black Horse Farms residence and fencing - Institute parking lot - Pump Station #45 construction 	North
9	View from Torrey Pines City Beach	<ul style="list-style-type: none"> - Coastal bluffs and beach - Box Canyon outlet - Native scrub in coastal canyon/hillsides 	Southeast
10	View toward site from upper lawn at Torrey Pines Gliderport	<ul style="list-style-type: none"> - Lawn and storage facilities - Dirt parking lot and cars - Native scrub in coastal canyon/hillsides - Institute parking lot and buildings - Undeveloped UCSD property - Black Horse Farms residences 	Southeast

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Black's Beach

- ② Photograph Location and Direction
- Visual Simulation Location
- Torrey Pines City Park
- ~ Trail
- - - Project Boundary



400 200 0 400 Feet

Job No: SAL-01 Date: 09/21/05-JP

5.2 VISUAL QUALITY/NEIGHBORHOOD CHARACTER

5.2.1 Existing Conditions

Existing Views

An inventory of all potential public views in the project area was conducted in March and June 2005 to establish the baseline conditions in the project area. Sixteen potential views were identified from locations along public trails within Torrey Pines City Park, public roadways in the project area and a designated view corridor in the La Jolla Community Plan (Figure 5.2-1, *Potential View Locations*). Existing views of the project site from these surrounding public rights-of-way and trails are depicted in Figures 5.2-2, *Photo Location 1: Torrey Pines Scenic Drive*, through 5.2-17, *Photo Location 16: North Torrey Pines Road*. Table 5.2-1, *Public Views in Project Area*, provides a summary description of the views available from each location. Public views into the interior of the Salk Institute (Institute) property are available from Torrey Pines Scenic Drive, North Torrey Pines Road and Salk Institute Road in the project vicinity and from public trails within Torrey Pines City Park. The Institute property is also visible from the Torrey Pines Gliderport facility within the City Park, but is not visible from the beach or surf zone below because of the coastal bluffs that block potential visual access inland of the beach (see Figure 5.2-10, *Photo Location 9: Torrey Pines City Beach/Box Canyon*). Offshore boating activity is relatively light as there are no marinas within 11.5 miles of the project site.

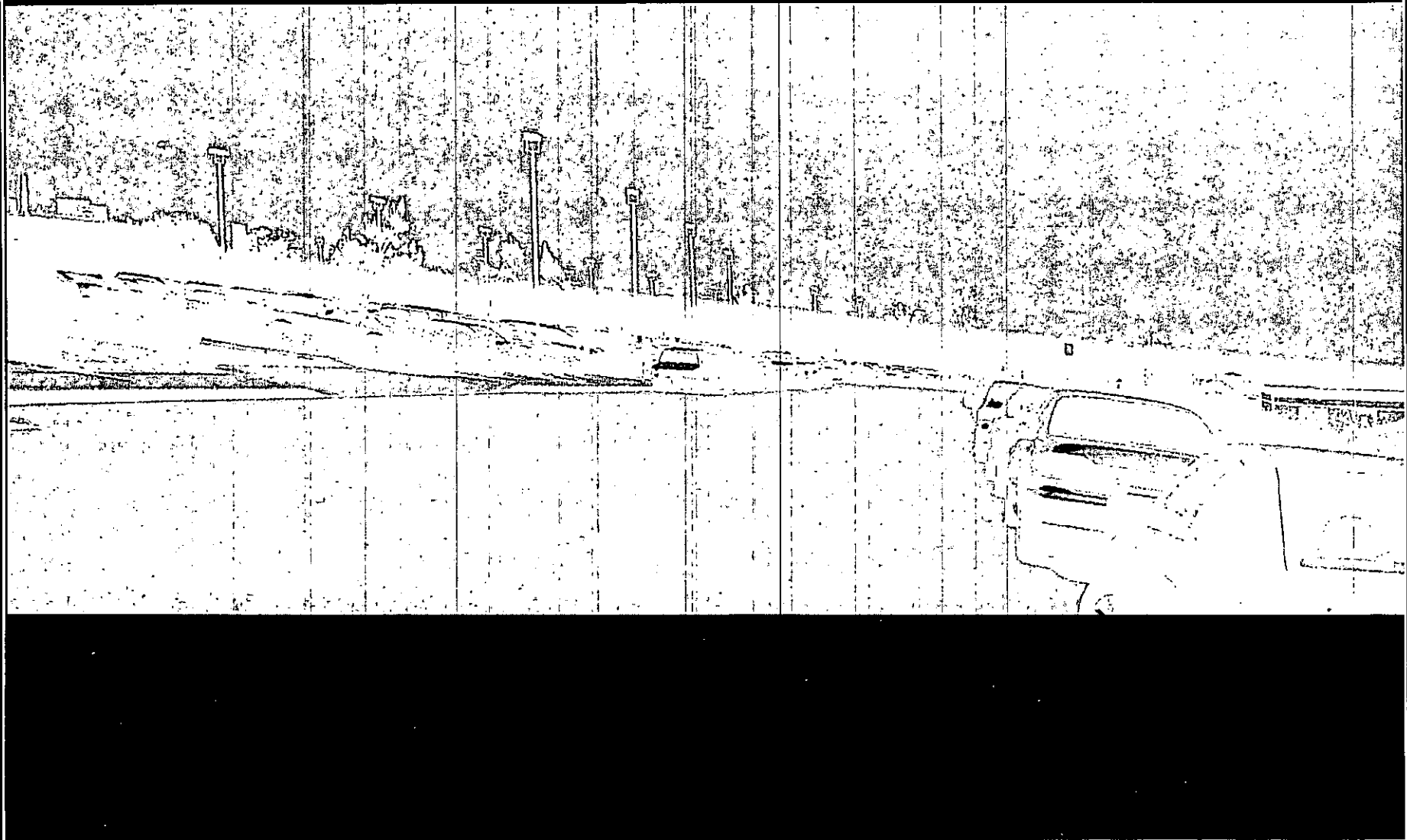
**Table 5.2-1
PUBLIC VIEWS IN PROJECT AREA**

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2	View from Torrey Pines Scenic Drive at bend in road on approach to Torrey Pines Gliderport	<ul style="list-style-type: none"> - Parked cars along road - Parking lot, cars and light poles on Institute property - Pacific Ocean 	West to northwest

**Table 5.2-1 (cont.)
PUBLIC VIEWS IN PROJECT AREA**

Photo Location ¹	Summary Description	Key Contributing Features (listed from short to long-range)	Primary View Direction
3	View toward site from Indian Canyon parking lot	<ul style="list-style-type: none"> - Barren dirt parking area - Trees and turf associated with Torrey Pines Golf Course - Native scrub on mesa and slopes - Institute parking lot and buildings - Black Horse Farms residences - UCSD dormitory and educational buildings 	South
4	View toward site from northwest bluffs	<ul style="list-style-type: none"> - Native scrub on bluff top - Parking lot barriers - Pacific Ocean and coastline - Trees associated with Torrey Pines Golf Course 	South to southeast
5	View toward ocean from northwest bluffs	<ul style="list-style-type: none"> - Native scrub on bluff top - Parking lot barriers - Pacific Ocean 	West
6	View south from Torrey Pines City Beach trailhead	<ul style="list-style-type: none"> - Native scrub on bluff top - Trailhead signage/paved entrance - Dirt disturbances - Coastal canyon/hillsides - Pacific Ocean and coastline 	Southeast to southwest
7	View east from midpoint of Torrey Pines City Park trail on bluff top	<ul style="list-style-type: none"> - Native scrub in coastal canyon/hillsides - Institute buildings - Black Horse Farms residences 	East
8	View toward site on public trail (across private land) leading to Box Canyon	<ul style="list-style-type: none"> - Native scrub in coastal canyon/hillsides - Black Horse Farms residence and fencing - Institute parking lot - Pump Station #45 construction 	North
9	View from Torrey Pines City Beach	<ul style="list-style-type: none"> - Coastal bluffs and beach - Box Canyon outlet - Native scrub in coastal canyon/hillsides 	Southeast
10	View toward site from upper lawn at Torrey Pines Gliderport	<ul style="list-style-type: none"> - Lawn and storage facilities - Dirt parking lot and cars - Native scrub in coastal canyon/hillsides - Institute parking lot and buildings - Undeveloped UCSD property - Black Horse Farms residences 	Southeast

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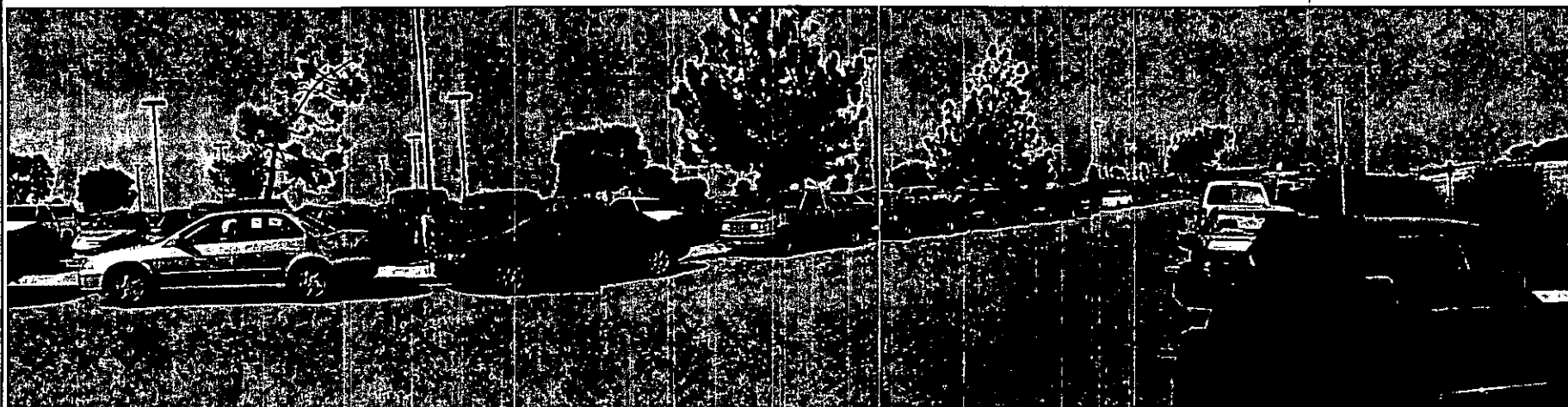


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Photo Location 1: Torrey Pines Scenic Drive

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Figure 5.2-2



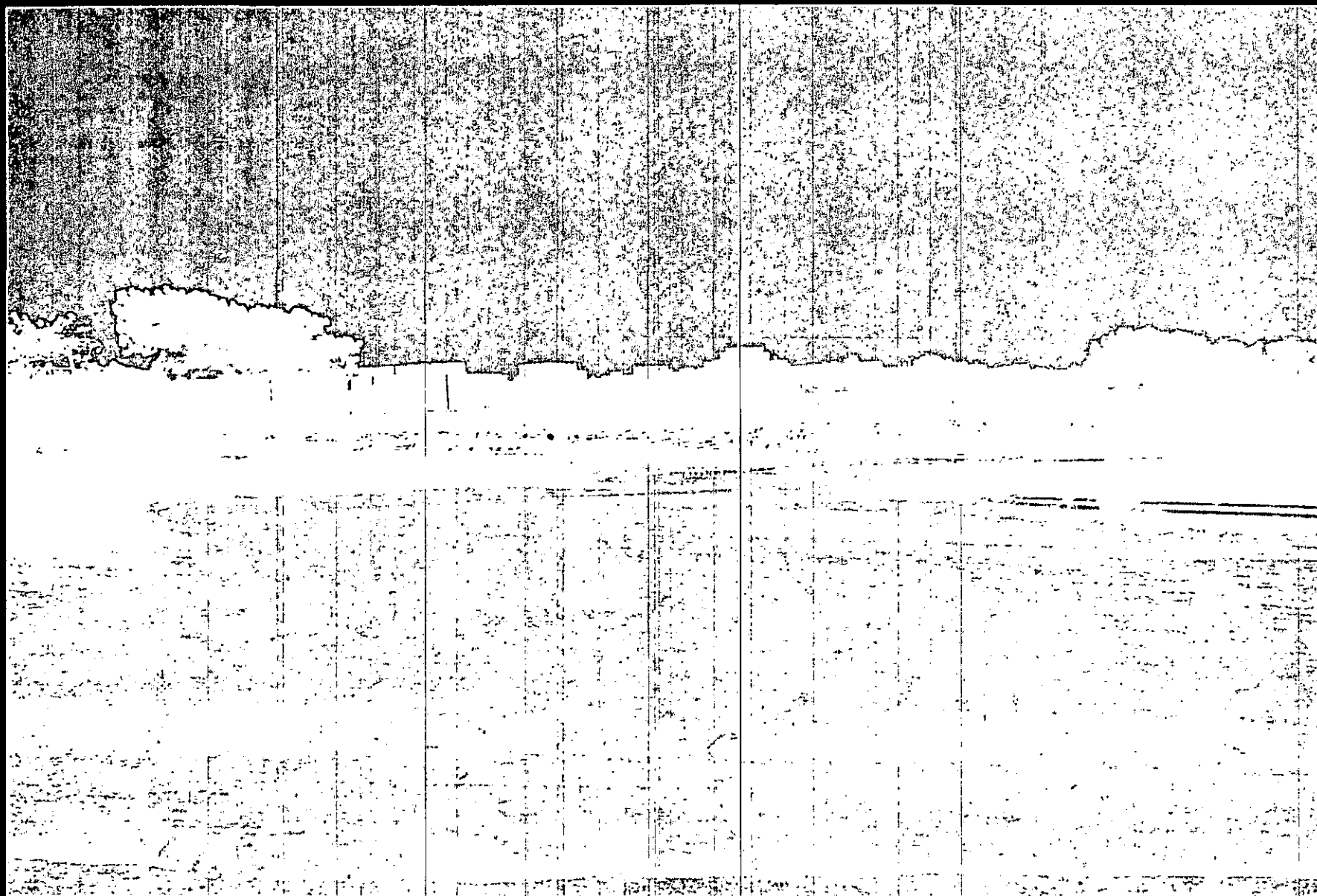
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Photo Location 2: Torrey Pines Scenic Drive

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Figure 5.2-3

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Photo Location 3 : Indian Canyon Parking Lot

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Figure 5.2-4

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Photo Location 4 : Northwest Bluffs

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Figure 5.2-5

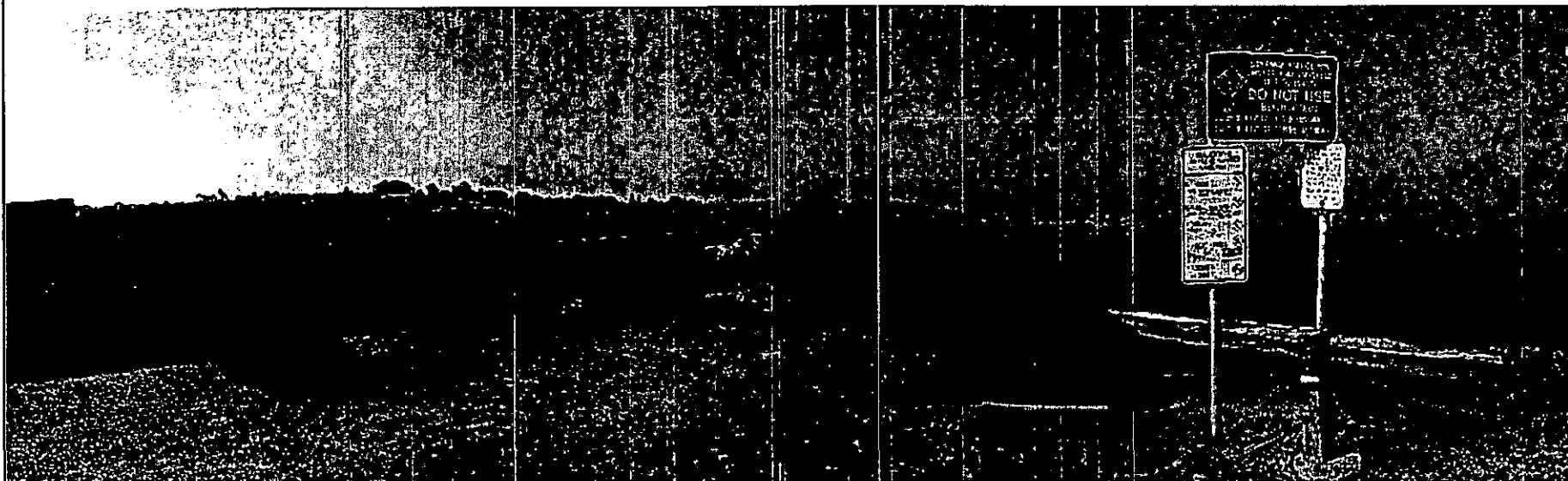


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Photo Location 5 : Northwest Bluffs

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Figure 5.2-6

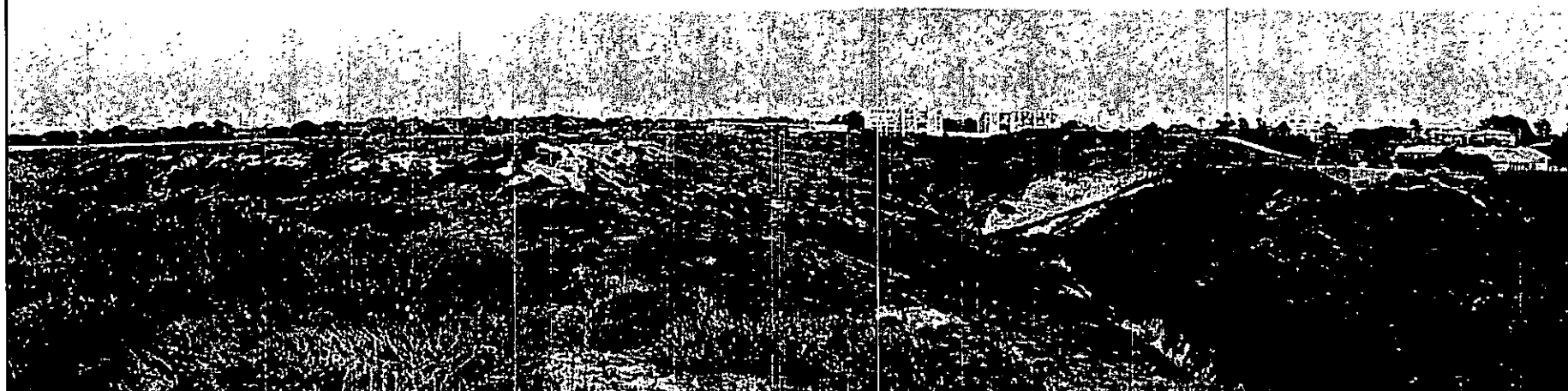


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Photo Location 6 : Torrey Pines City Beach Trailhead

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Figure 5.2-7

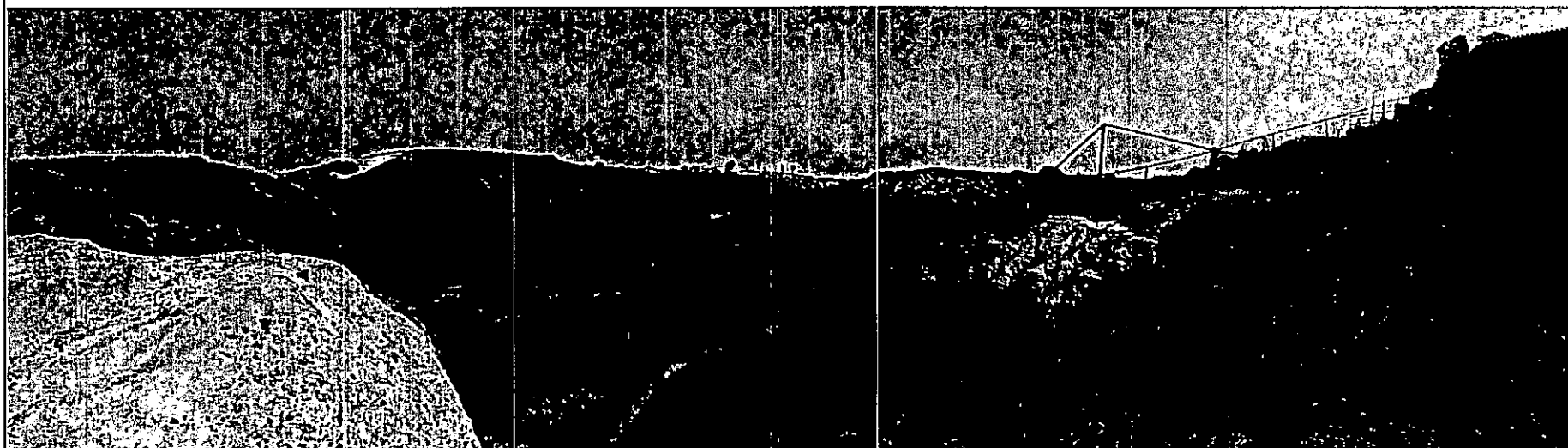


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Photo Location 7 : Midpoint of West Trail

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Figure 5.2-8

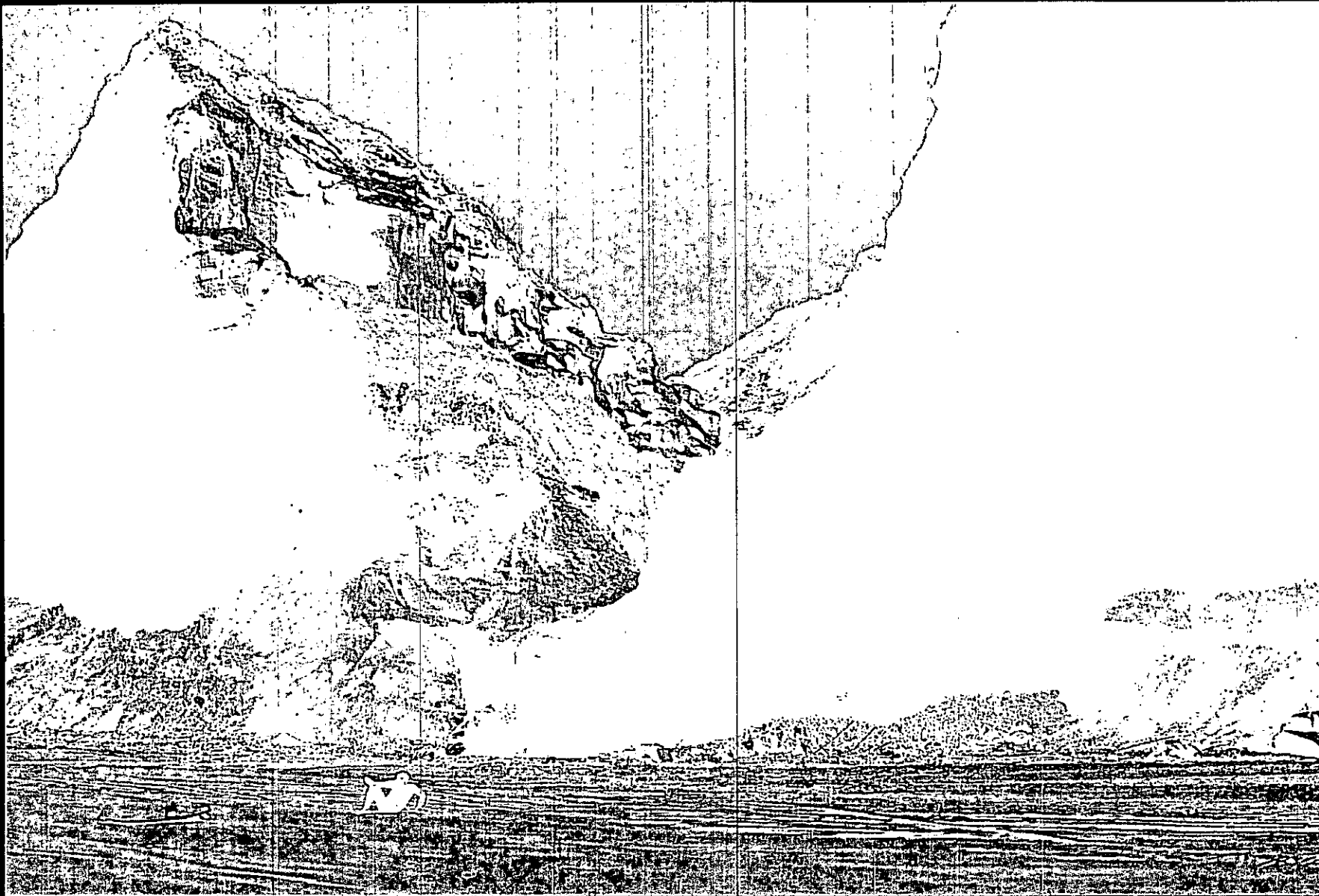


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Photo Location 8 : Top of Southwest Trail

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Figure 5.2-9



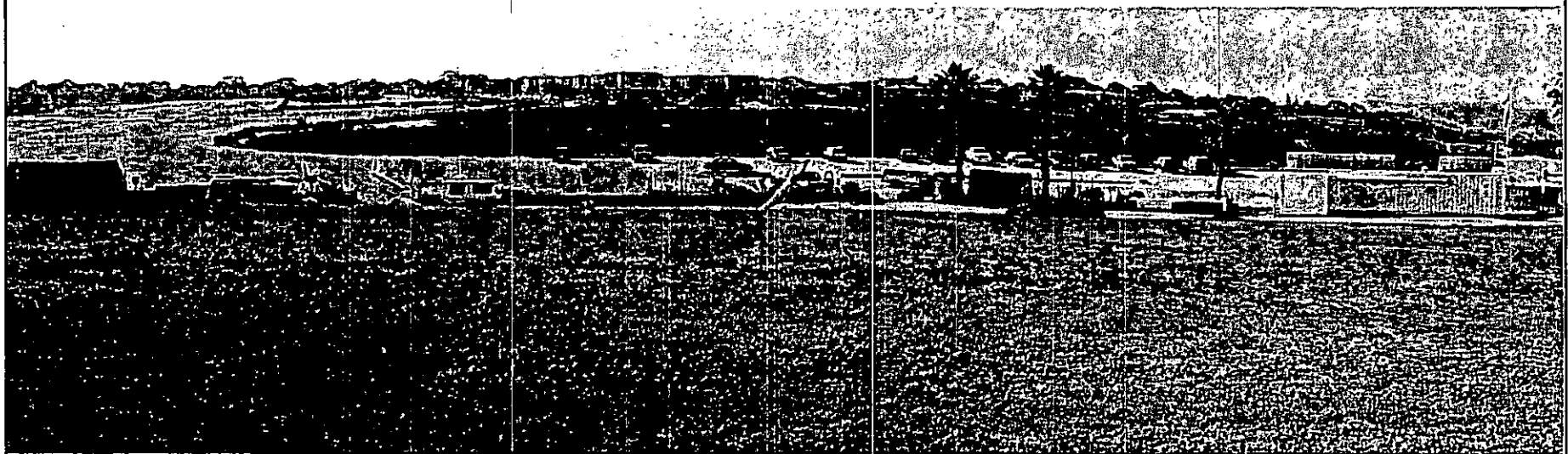
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Photo Location 9 : Torrey Pines City Beach/Box Canyon

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Figure 5.2-10

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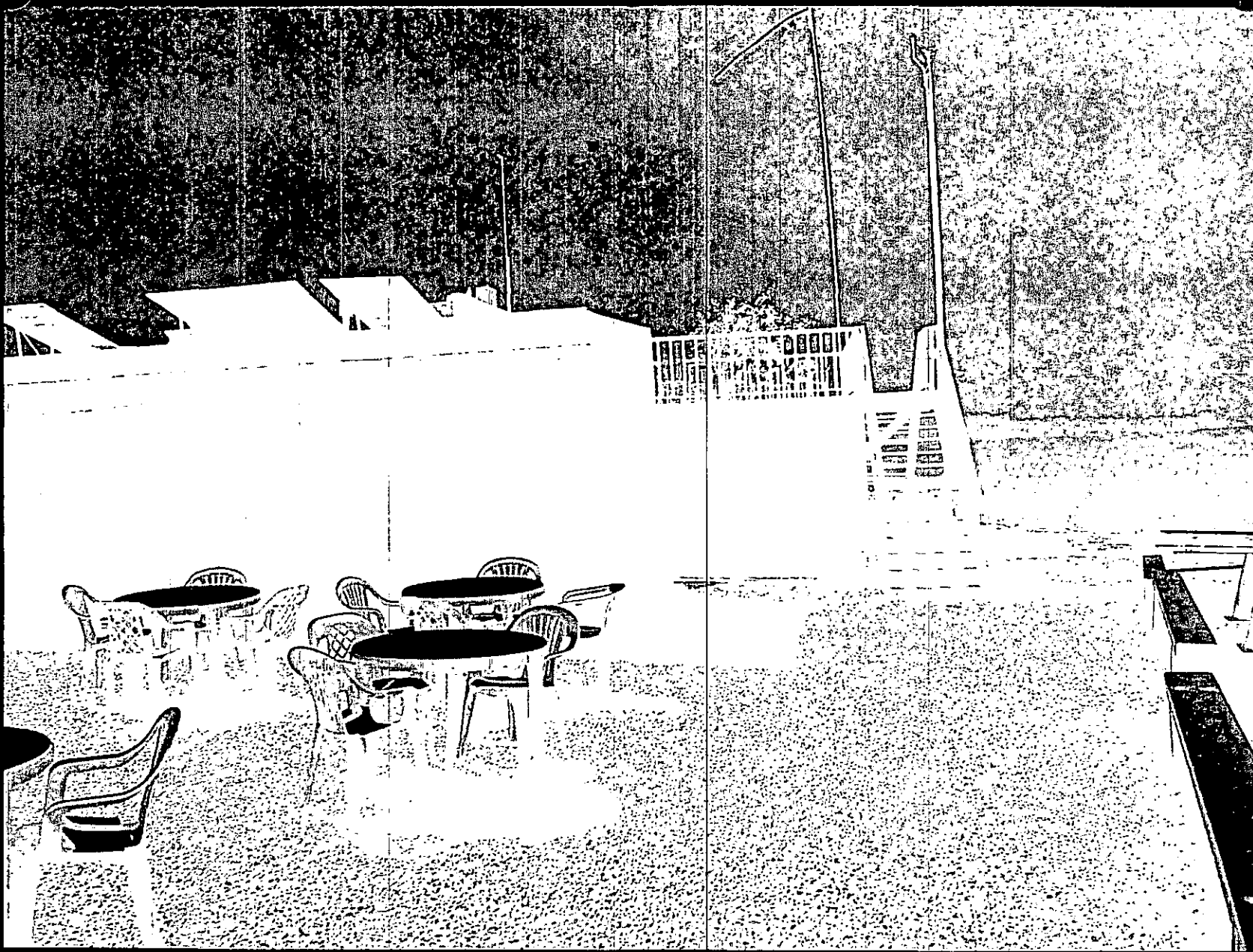
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Photo Location 10 : Gliderport Lawn

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Figure 5.2-11

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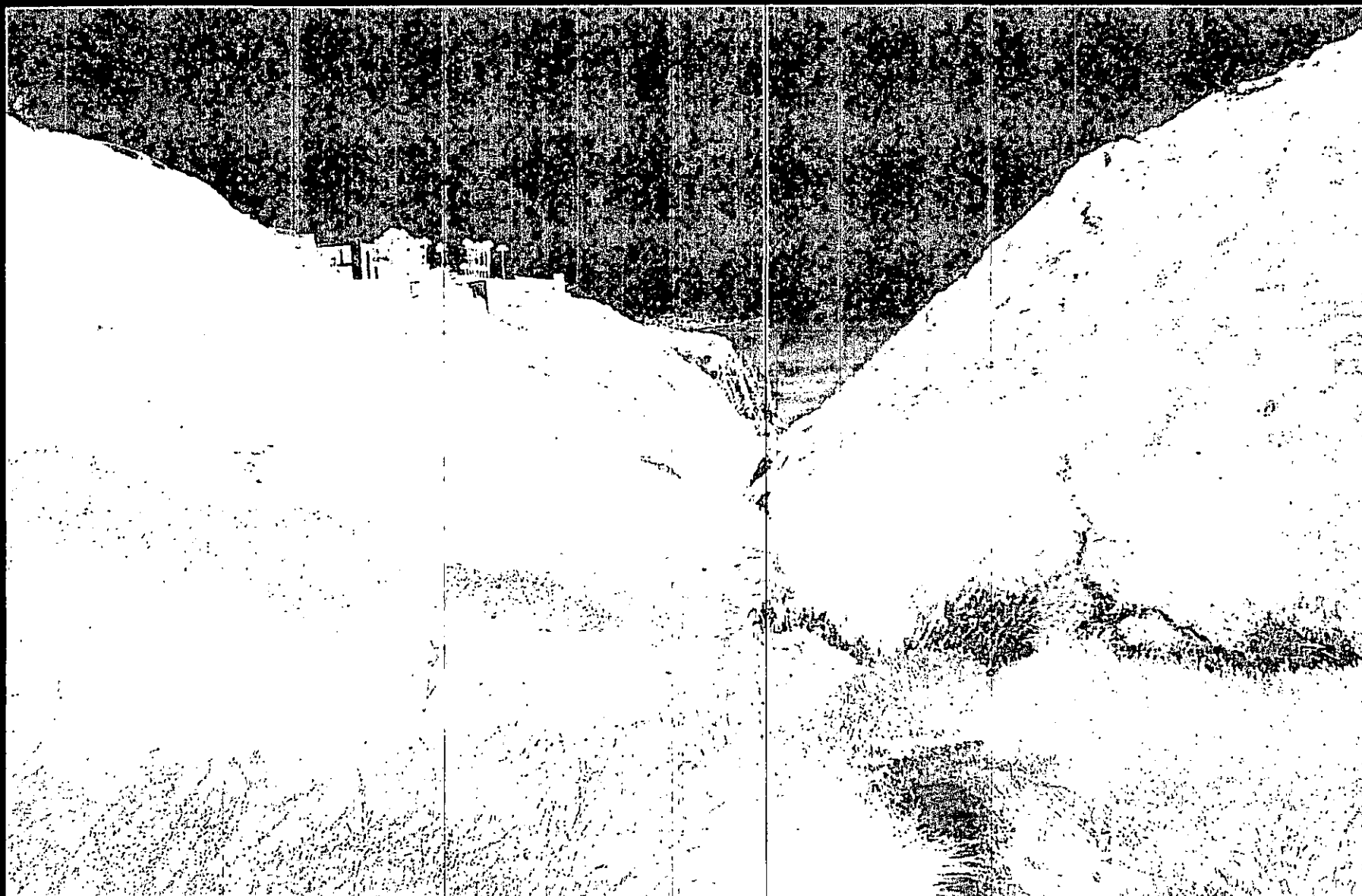
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Photo Location 11 : Gliderport Viewing Area

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Figure 5.2-12

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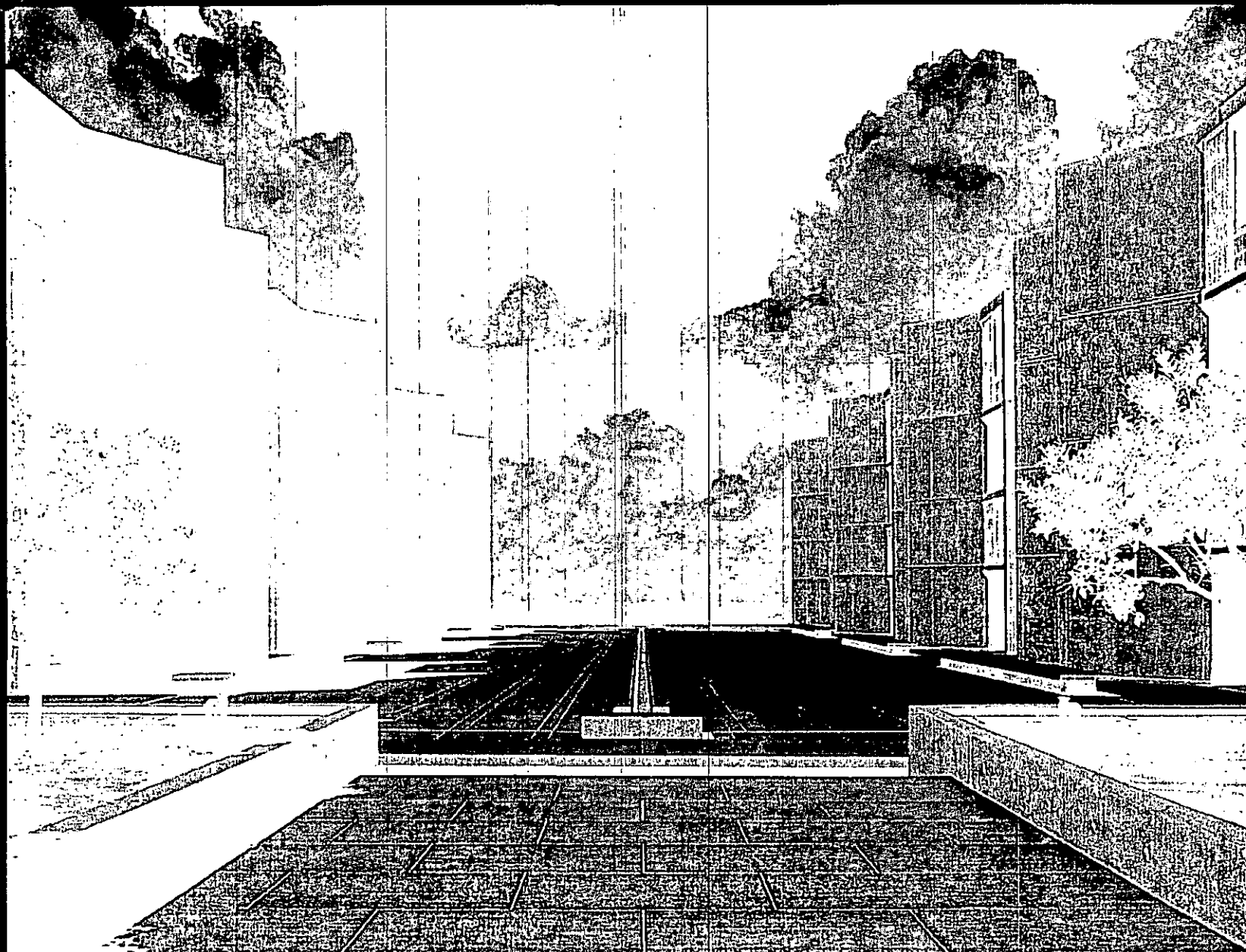


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Photo Location 12 : La Jolla Community Plan View Corridor

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Figure 5.2-13

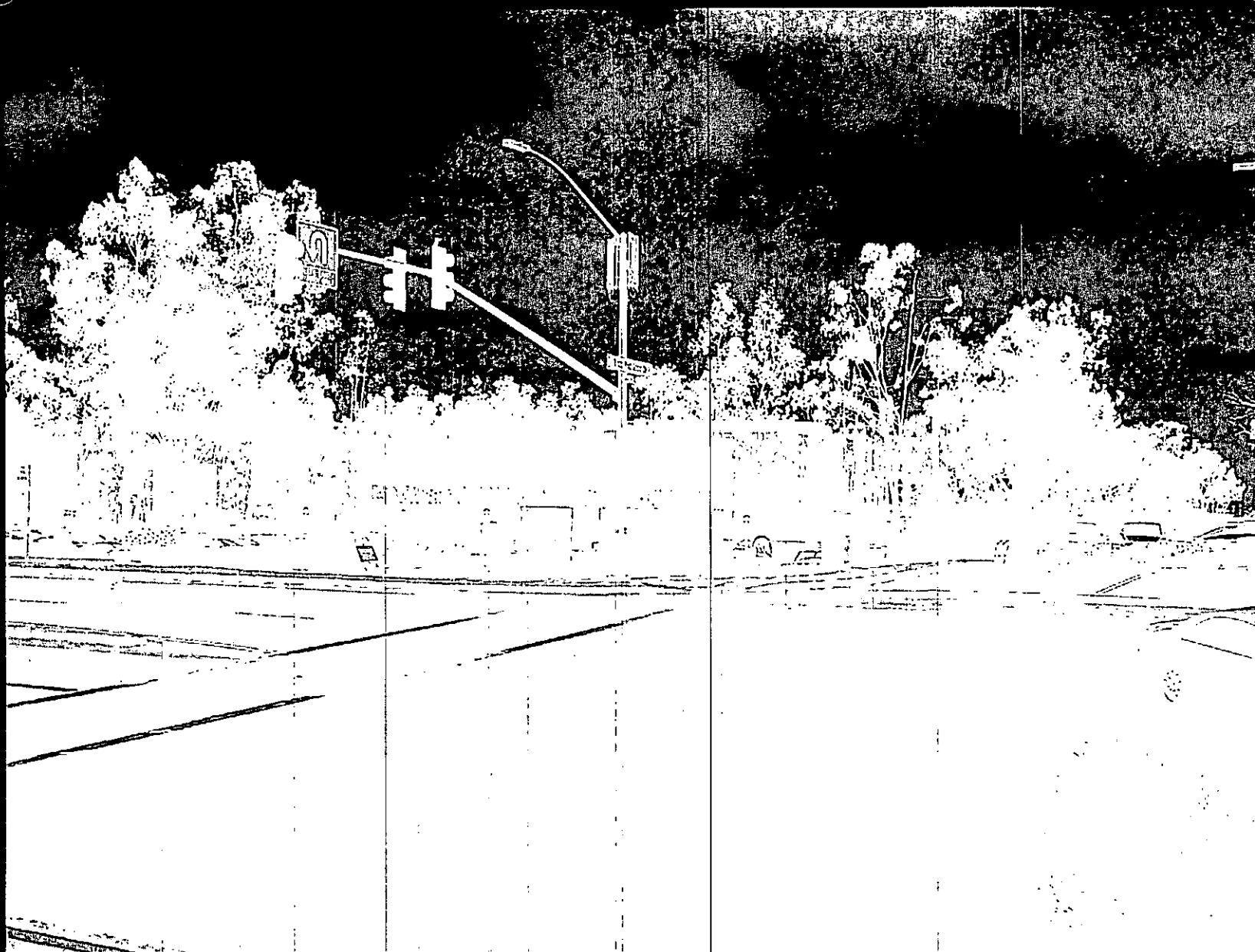


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Photo Location 13 : Framed Courtyard View

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Figure 5.2-14



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Photo Location 14 : North Torrey Pines Road

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Figure 5.2-15

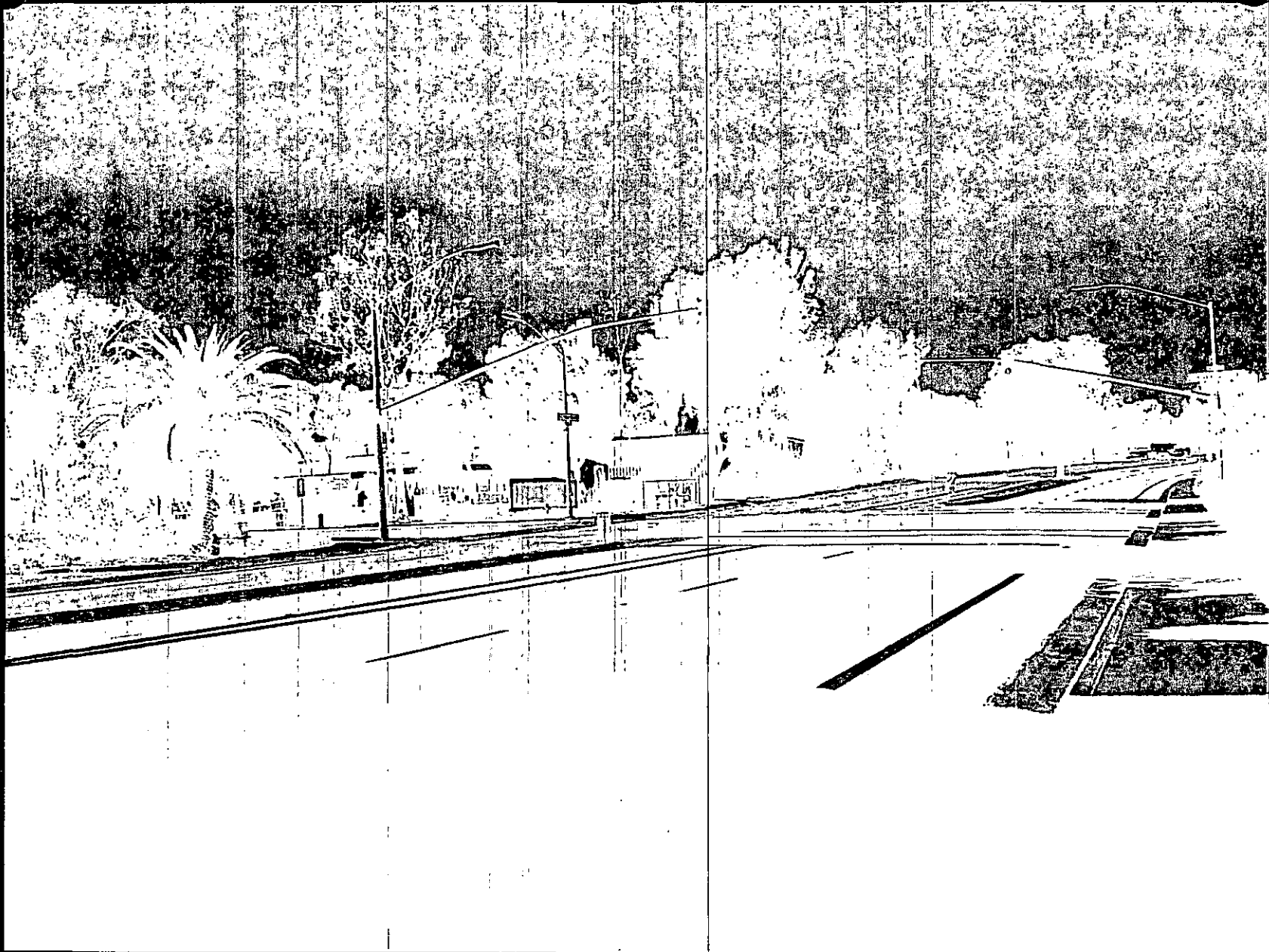


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Photo Location 15 : North Torrey Pines Road

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Figure 5.2-16



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Photo Location 16 : North Torrey Pines Road

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Figure 5.2-17

Table 5.2-1 (cont.)
PUBLIC VIEWS IN PROJECT AREA

Photo Location ¹	Summary Description	Key Contributing Features (listed from short to long-range)	Primary View Direction
11	View from Torrey Pines Gliderport viewing area.	<ul style="list-style-type: none"> - Gliderport building and observation deck - Gravel area with tables/chairs - Pacific Ocean and coastline 	Southeast to south
12	View from corridor designated in <i>La Jolla Community Plan</i>	<ul style="list-style-type: none"> - Native scrub in coastal canyon/hillsides - Dirt trail - Black Horse Farms residences - Pacific Ocean and coastline 	Southwest
13	View from Institute Courtyard	<ul style="list-style-type: none"> - Institute building - Pacific Ocean - Native scrub 	West
14	View across southbound lanes of North Torrey Pines Road	<ul style="list-style-type: none"> - Street, intersection controls and cars - Street trees and shrubs - Institute building and grove of eucalyptus trees 	Southwest
15	View from across North Torrey Pines Road	<ul style="list-style-type: none"> - Street - Street trees and shrubs - Institute building 	West
16	View from northbound lanes of North Torrey Pines Road	<ul style="list-style-type: none"> - Street, intersection controls and cars - Street trees and shrubs - Institute building 	Northwest

¹ Refer to Figure 5.2-1 for graphic depiction of photograph locations.

Westerly views of the Pacific Ocean and scenic coastal areas from public roads are limited due to intervening landforms, mature landscaping, the existing eucalyptus grove on the Institute's campus and buildings. As noted below under *Applicable Plans and Policies*, the only road in the project area identified for potential designation as a scenic route is North Torrey Pines Road. North Torrey Pines Road is a four-lane, major north-south road in the area that carries approximately 17,000 cars each day in the vicinity of the Institute at speeds reaching 45 mph. Topography, existing landscaping and buildings obstruct most views of the Pacific Ocean and scenic coastal areas from the segment of North Torrey Pines Road abutting the proposed project. In comparison, Torrey Pines Scenic Drive is a two-lane local road used to access the Institute and Torrey Pines City Park (Gliderport), which carries approximately 4,700 cars each day and an unknown number of pedestrians and bicycles. Both sides of Torrey Pines Scenic Drive are parked with cars throughout the day. Short-range views along Torrey Pines Scenic Drive include those of the Institute buildings and grounds. As drivers and pedestrians travel west on the road, the topography undulates slightly, drops and provides short-range views of

the Institute's parking lot and temporary buildings to the south and undeveloped land and overflow parking lot on UCSD property to the north. Due to topography and the intervening parking lot and temporary buildings, short-range views of the south mesa and off-site coastal canyons are not available until drivers reach the cul-de-sac at the entrance to the Torrey Pines Gliderport parking lot. Beyond the urban development in the foreground, Torrey Pines Scenic Drive offers long-range views of the Pacific Ocean and distant, scenic La Jolla coastline, which are several seconds in duration due to slower travel speeds (see Figures 5.2-2 and 5.2-3, *Photo Location 2: Torrey Pines Scenic Drive*). Refer below under *Applicable Plans and Policies* for a discussion of public views recognized by local plans and policies.

Although the City of San Diego (City) does not consider private views sensitive, such views into the interior of the site are available from adjacent development, including the single-family residences located along Black Gold Road within the Blackhorse Farms development, the Estancia conference center along Salk Institute Road and UCSD student housing east of the property. Depending on the elevation of the adjacent structures, the elevation of intervening topography, the presence of private screening (such as a tennis court and/or perimeter landscaping) and the maturity of landscaping on the Institute property, private views of the project site from these locations are either fully or partially obscured.

Site Characteristics

The Institute property is located in a highly scenic area on the westerly edge of urban development within the University Community Plan area, adjacent to the northern boundary of the La Jolla Community Plan area. Approximately 18 of the 26.3 acres on site are developed with scientific research space and feature two laboratory buildings, several smaller ancillary buildings, a greenhouse, surface parking lots and lawns. The original laboratory building features four to five above-grade levels while the newer East Building rises two levels above grade. Both laboratory structures are modern in character and constructed of architectural concrete with glass, steel, travertine and teak wood accents (Figure 5.2-18, *Existing Architectural Character*). The architectural style of the buildings is austere and contains detailed, angular modern shapes combined with a formal symmetry. The symmetry is most noticeable when looking west from the courtyard of the original laboratory building toward the Pacific Ocean (Figure 5.2-14, *Photo Location 13: Framed Courtyard View*). The smaller ancillary buildings are one- and two-level temporary structures and lack any particular architectural style. In contrast, the original laboratory building has been recognized internationally by a number of professional design organizations as an architectural landmark and by the City of San Diego and State Historic Resources Commission as an important historical resource. Refer to Section 5.4, *Historical Resources*, for a discussion of the historical significance of the Institute building.

Landscaping and a variety of hardscape improvements are in place around the buildings. Mature plant materials occur throughout the property, but most prominently in the eastern portion of the site. Typical landscape materials used on the property include trees of the eucalyptus and Torrey pine



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Existing Architectural Character

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Figure 5.2-18

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varieties, native and non-native shrubs and lawn. Two large open lawns are situated north and south of the original laboratory building, referred to as the north and south lawns, respectively. A small citrus orchard occurs at the eastern edge of the original laboratory building. Low retaining walls and walkways traverse the landscape surrounding the buildings and guide pedestrians accessing the property by foot. Street trees are planted adjacent to the public roadways in the project vicinity. Screening trees were installed by the Institute along the southern property limits near the adjacent residences as a permit condition; some of which have since been removed by others. Mature eucalyptus trees and other landscape materials front the street yard of North Torrey Pines Road in the project area. Overhead lights are provided along pedestrian paths and in the parking lots for security and wayfinding.

Approximately eight undeveloped acres of land occur on the west-southwest portion of the Institute property. Natural slopes, natural vegetation and views of an off-site finger canyon, coastal bluffs and the Pacific Ocean (e.g., scenic coastal areas) dominate the character of this portion of the project site. The vegetation is primarily native habitat consisting of Diegan coastal sage scrub (including disturbed associations), southern maritime chaparral and other natural communities. The exception to this natural character is the bare ground along the southern property line where the City is currently constructing a trunk sewer line and Pump Station No. 45. The area will be paved and revegetated as part of the pump station project.

Neighborhood Character

The project site is at the transition point between the scientific research and office uses that dominate the Torrey Pines mesa and surround the northern edge of UCSD and the low-density residential development within the community of La Jolla. Immediately adjacent to the Institute property (on the east) are the institutional/educational/housing development and parking lots associated with UCSD and a commercial conference center (Estancia) on a ground lease from UCSD and the northern edge of low-density residential development in the Blackhorse Farms area of La Jolla (to the south). Student housing, parking and dining facilities associated with the UCSD campus are located on the east side of North Torrey Pines Road. Land west and north of the project site is undeveloped in character and contains open space associated with Torrey Pines City Park, including the Torrey Pines Gliderport. The entrance to the Torrey Pines golf course occurs approximately one mile north of the project site, while the southernmost portion of the course itself is situated about 750 feet north of Torrey Pines Scenic Drive.

In terms of building stature and architectural style, there is no single architectural style or consistent theme in the project area. The modern Institute buildings described above are approximately four to five stories high and rise approximately 40 feet above grade. The East Building on the Institute campus is two stories and rises 30 feet in height above grade. The three temporary buildings and greenhouse on site are one story structures and not architecturally noteworthy. Off site, the two- to three-story custom homes to the south of the site appear to be about 30 feet high and reflect varied

modern, traditional or Mediterranean architectural themes. The Estancia conference center to the southeast is composed of a series of low-rise adobe style structures reminiscent of the California rancho style. The UCSD housing units are modern in style, constructed of cement plaster and metal materials and rise four to five stories in height. A three-story brick office complex owned by UCSD is located north of the site along North Torrey Pines Road. Therefore, there is no single architectural theme or consistent style in the project area.

Natural Landforms

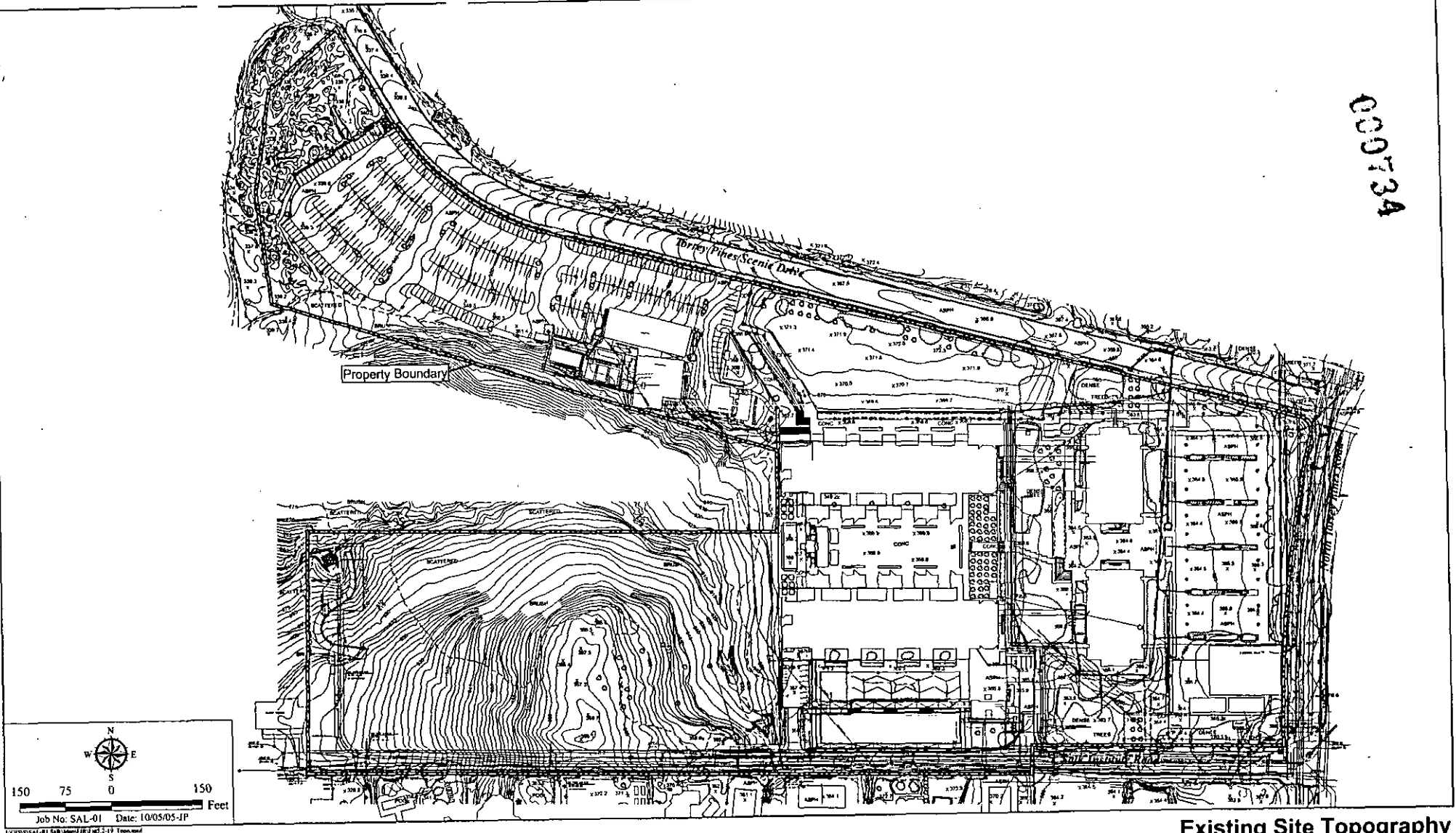
The majority of the site is level and developed, as described above; the exception is the western third of the site which is partially undeveloped and contains two narrow mesas that descend steeply toward a narrow, off-site finger canyon that separates the two mesas. The on-site topography ranges from 375 feet above mean sea level (amsl), where existing development occurs along the north boundary, to approximately 230 feet amsl at the bottom of the north-facing slopes adjacent to the off site finger canyon (Figure 5.2-19, *Existing Site Topography*). Approximately 2.8 acres of the undeveloped portion of site contain slopes that are 25 percent or greater in natural gradient (i.e., steep hillsides; refer to Figure 5.2-20, *Slope Analysis*, which provides a slope analysis of the property). The steep hillsides occur on the slopes surrounding the off-site finger canyon. Topographically, the gently sloping, south mesa drops approximately 25 feet in elevation over a distance of approximately 450 feet from a high of 367 feet amsl on the central knoll to a low of 320 feet amsl near the western property boundary. Similarly, the elevation of the existing parking lot on the north mesa is approximately 368 feet amsl at its eastern end and drops by approximately 30 feet over a distance of 750 feet to west. The northern parking lot has been previously graded and does not exhibit any natural landform at this time.

The topography of the property surrounding the Institute is also highly variable (see Figure 2-2). To the north, the Torrey Pines Gliderport area and UCSD property together form a broad, level mesa that averages approximately 320 feet amsl. The narrow coastal bluff that separates the Institute property from the Pacific Ocean rises approximately 300 feet above the beach and surf zone. The bottom of the off-site finger canyon that separates the western mesas is approximately 230 feet amsl. As the off-site canyon drops in elevation to the west it unites with another finger canyon west of the Institute property; together they descend southwesterly forming Box Canyon, which breaks through the coastal bluffs at Torrey Pines City Beach approximately 1,100 feet southwest of the project site. The topography of the off-site residential neighborhood to the south descends from approximately 360 feet amsl to 330 feet amsl toward the western coastal canyon.

Applicable Plans and Policies

A number of regulations and planning documents recognize the scenic characteristics of the project area and contain policies to protect and enhance those visual resources. The plans are described in detail in Section 5.1, *Land Use*, while relevant policies pertaining to visual resources are summarized below and specifically outlined in Table 5.1-1 of this report.

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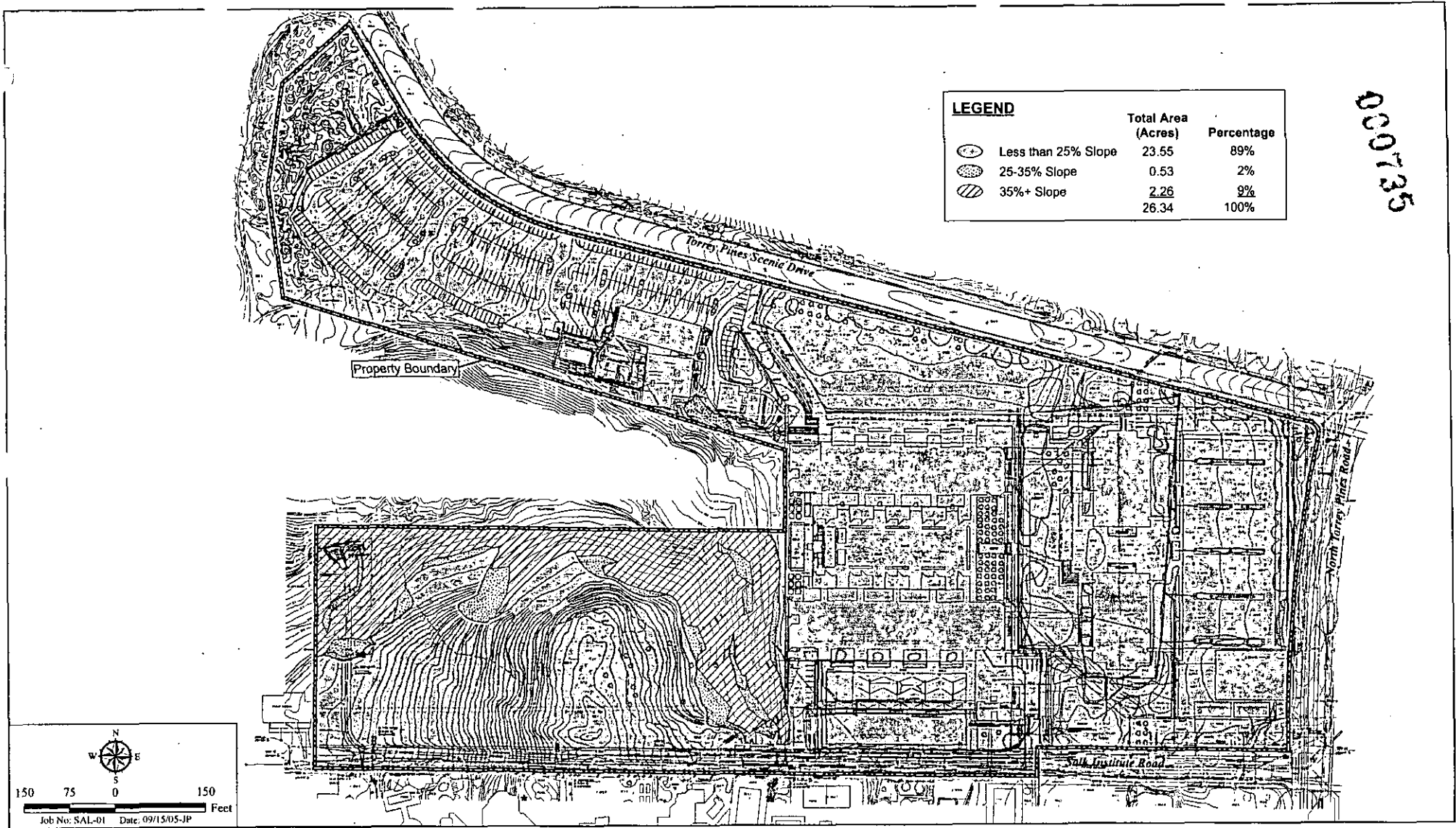


Existing Site Topography

SALK INSTITUTE

Figure 5.2-19

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Slope Analysis

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Figure 5.2-20

California Coastal Act

The California Coastal Act was passed by the state legislature in 1976 and became effective January 1, 1977. The California Coastal Commission has the authority to review and approve state and local government plans located within their jurisdiction, which is defined as the coastal zone. The Coastal Act requires cities and counties in the coastal zone to prepare local coastal programs (LCPs) to implement its conservation, development, and regulatory policies at the local level. The City's North City LCP is the local planning document for the coastal zone in the project area. The City reviews project compliance with the LCP when it takes actions in the coastal zone, although the City's approval is appealable to the California Coastal Commission.

For the California Coastal Commission to approve a development on appeal which is located between the sea and the first public road paralleling the sea, Section 30604(c) of the Coastal Act requires a finding that the development is in conformity with the public access and public recreation policies of Chapter 3 of the Coastal Act. The California Coastal Commission is required to consider not only policies in the certified LCP but also the policies of Chapter 3 of the Coastal Act when reviewing a project on appeal. Section 30251 of the Coastal Act specifically recognizes that scenic and visual qualities of coastal areas should be protected as a resource of public importance. New development should generally be found to be consistent with the Coastal Act if it is sited and designed to protect views to and along the ocean and scenic coastal areas, minimize natural landform alteration, be visually compatible with the character of surrounding areas and, where feasible, restore or enhance visual quality in degraded areas.

Progress Guide and General Plan

The Transportation Element of the *Progress Guide and General Plan* (General Plan) recommends North Torrey Pines Road for designation as a Scenic Route. As of the preparation of this EIR, such designation has not occurred (D. Monroe, pers. comm. 2005g). The Open Space Element contains a policy protecting steep hillsides. The Urban Design Element contains policies recognizing major views in the City, natural landforms, existing residential character and the height, bulk and scale of buildings. In particular, the Urban Design Element requires the protection of major views of open space and water. Refer to Table 5.1-1 for the specific policy language that is applicable to the project site.

University Community Plan

The Community Plan does not classify any roadways in the project area as scenic routes, nor does it identify any scenic public vistas or viewsheds in the vicinity of the project site. The Community Plan envisions that the Torrey Pines Subarea will be the most spacious of the four subareas, with low-scale, contemporary buildings set in a space dominated by the natural landscape. Consistent with this vision, many of the planning objectives for the Torrey Pines Subarea relate to the protection and

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preservation of the area's unique scenic resources. The Community Plan seeks to ensure that plans for future development in the Torrey Pines Subarea protect the natural topography and vegetation (page 99), and provide for visual and physical access to natural canyons, resource areas and scenic vistas (page 101). The Urban Design Element of the Community Plan also contains an objective and policies directed at ensuring that the massing of structures and design detail of new buildings contribute to a visually coherent streetscape. Specifically, the visual access objective for the Torrey Pines Subarea is accomplished by ensuring that projects avoid "walling off" views from public roadways and mass structures so as to "preserve view corridors west to the ocean." The Open Space and Recreation Element of the Community Plan contains an objective that the terrain and natural drainage system should guide the form of urban development. Policies within that element are directed at minimizing development on slopes and steep hillsides. Specific policy language from the Community Plan is presented in Table 5.1-1 of this report.

La Jolla Community Plan

The project site is adjacent to, but not within the La Jolla Community Planning area and, thus, policies in the plan do not regulate the proposed project; however, a public vantage point is identified in the community plan along a public trail leading down into Box Canyon and the City Beach associated with Torrey Pines City Park, immediately south of the Institute property. The view corridor is situated approximately 125 feet southwest of the Institute's southwestern boundary and faces the ocean (Figure 5.2-21, *Public Vantage Points South of Project Site*). No part of the project site is visible in the west-facing designated view shed (Figure 5.2-22, *Designated Visual Access South of Project Site*); a short-duration view of the project site is afforded from the north-facing segment of the trail leading to the designated view, but not from the designated view corridor itself (see Figure 5.2-9, *Photo Location 8: Top of Southwest Trail*, and 5.3-13, *Photo Location 12: La Jolla Community Plan View Corridor*). The project site is also not visible from the City beach and surf zone below the trail. The *La Jolla Community Plan* also states that an intermittent or partial view of the Pacific Ocean is available from Blackhorse Farms Road south of the project site. The road was driven to determine what, if any, part of the project site is visible from this road, but none of the project site is visible from Black Horse Farms Road. An applicable community goal in the *La Jolla Community Plan* is the maintenance of identified public views to and from the natural amenities of La Jolla, such as its open space, steep hillsides, canyons, bluffs, parks, beaches, tidepools and coastal waters, to achieve a beneficial relationship between the natural/unimproved and developed areas of the community. Specific scenic policies from the plan are outlined in Table 5.1-1 of this EIR.

North City Local Coastal Program/Local Coastal Plan

The University-La Jolla portion of the LCP does not identify any specific scenic vistas or routes in the vicinity of the project site, although Chapter 3 of the Coastal Act recognizes the importance of preserving and enhancing views of the ocean and scenic coastal resources. Public access policies applicable to the University-La Jolla communities are summarized in Table 5.1-1 of this report and

1. Torrey Pines City Park
2. La Jolla Farms Road
3. Scripps Natural Reserve
4. Bluff - top easement at La Jolla Shores Lane
5. Elentown Road
6. La Jolla Shores Drive from Torrey Pines Rd.
7. La Jolla Shores Dr.
(looking south from the vicinity of
Scripps Institution of Oceanography)
8. Allen Field
9. Bordeaux Ave., western half
10. El Paseo Grande after it turns east
11. Camino del Oro after it turns east
12. Whale Watch Way
13. Cliffridge Park
14. Kellogg Park
15. Calle Frescota
16. Prestwick Drive
17. Vallecitos
18. Avenida de la Playa
19. Calle del Cielo
20. Pottery Canyon Park
21. Costabella Drive
22. Spindrift Drive, South of the Marine
Room Restaurant
23. Charlotte Park at the foot of Charlotte Street
24. Coast Blvd., Children's Pool, Shell Beach,
Ellen B. Scripps Park & La Jolla Cove
25. Prospect St. and Cave Street
26. Coast Walk
27. North end of Park Row
28. View of La Jolla Shores from Torrey Pines Road
29. Public open space on Torrey Pines Road
between St. Louis Terrace and Calle de la Plata
30. Azure Coast Drive
31. Hidden Valley Road
32. Ardath Road
33. Girard Avenue
34. Jenner Street
35. View corridor easement through 7963 Prospect Place to ocean
36. Easement across from John Coal Book Store from
Prospect Street and Recreation Center
37. Hillside Drive (portions)
38. Caminito Avola/Via Avola
39. Via Siena at Hillside Drive
40. Rue Denise
41. Portions of La Jolla Scenic Drive South
42. ML Soledad, north of Ardath Road
43. Rue Adriane
44. Rue Michael
45. Senn Way
46. Rue de Roark
47. Coast Blvd. Park and South Coast Blvd.
48. View corridor at southwest side of Scripps
Hotel site, from Prospect Street
49. La Jolla Community Center Park,
Cuvier Street
50. From top of Cuvier Street at Prospect
51. Via Capri (portions)

View Cone

Defined by 90° angle radiating lines from public vantage point (the centerline of the street) to the corners of the buildable envelope as defined by the setbacks of each corner property closest to the ocean or shoreline.

note: All views are to a coastal body of water



View Corridor

Unobstructed framed view down a public right-of-way



Viewshed

Usually from high elevations looking down over large areas



Intermittent or Partial Vista

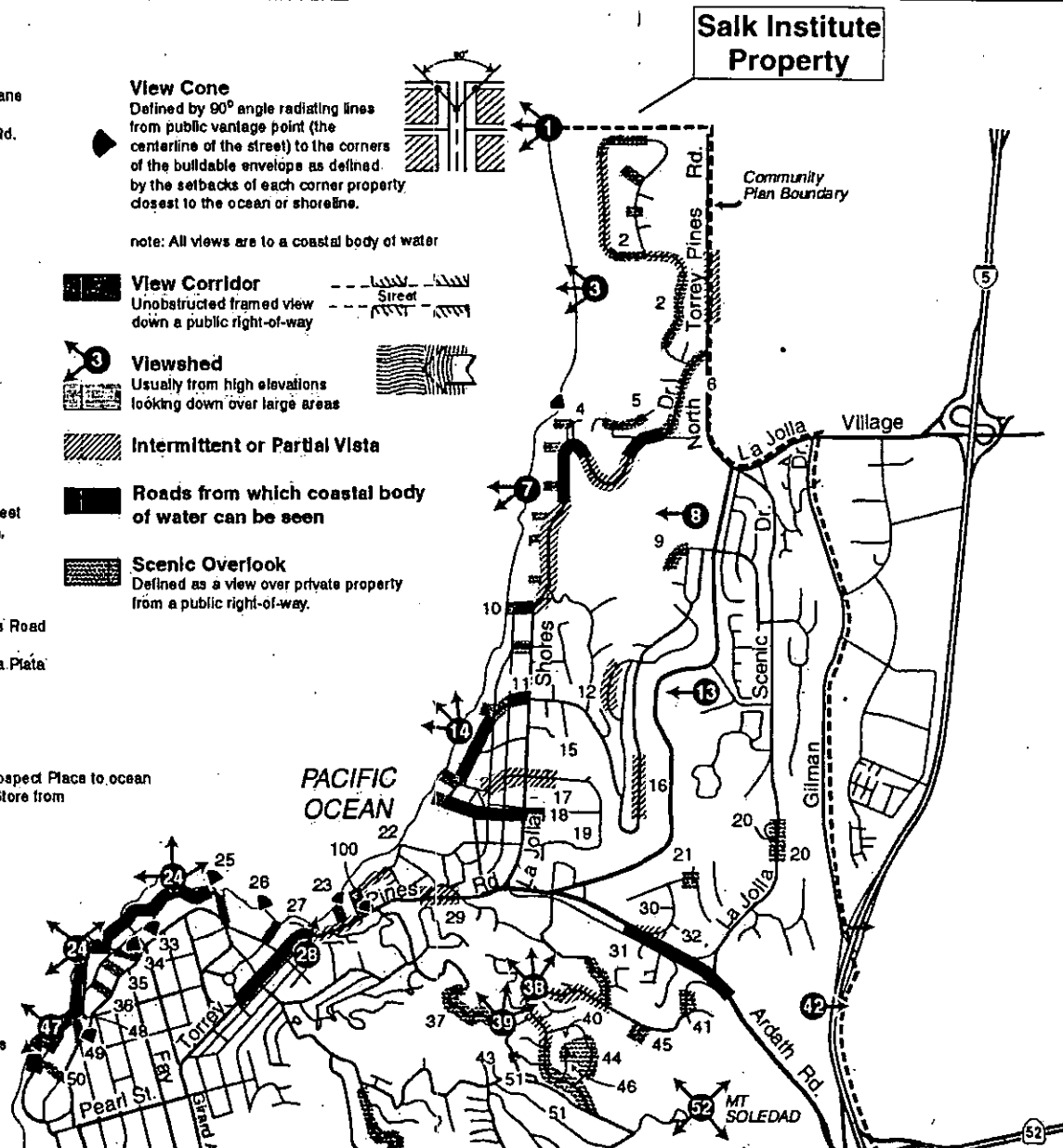


Roads from which coastal body of water can be seen



Scenic Overlook

Defined as a view over private property from a public right-of-way.



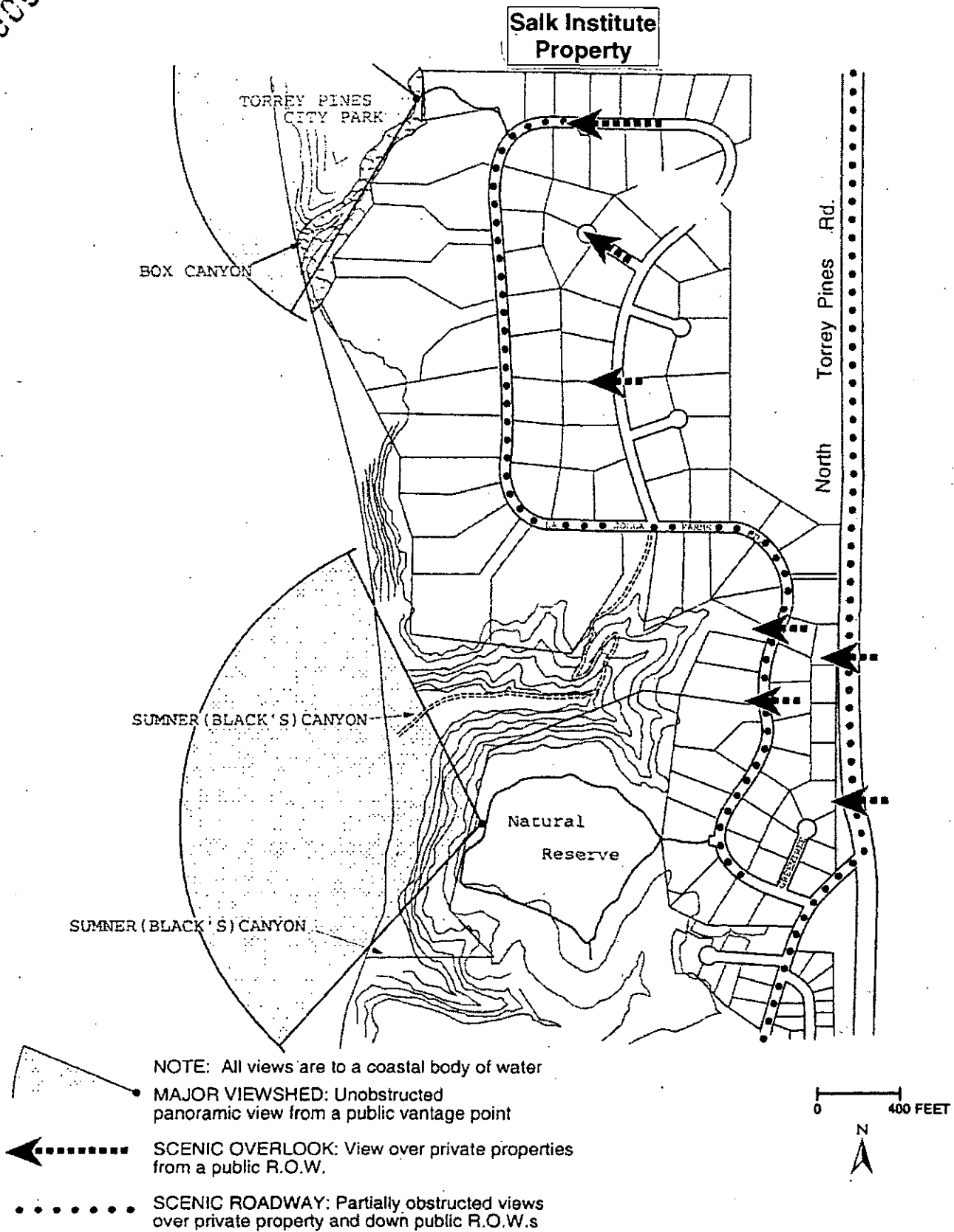
Source: La Jolla Community Plan (2004)

Public Vantage Points South of Project Site

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Figure 5.2-21

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Source: La Jolla Community Plan (2004)

Designated Visual Access

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Figure 5.2-22

include the goal of maintaining visual access to the shoreline and a policy related to protecting views of the coastline and associated canyons within Torrey Pines City Park. There is a series of policies about completing a master plan and improvements for Torrey Pines City Park; the City completed a draft plan, but it was never adopted by City Council (A. Sherwood, pers. comm. 2004e). Visual policies within the LCP are directed at protecting the scenic and visual qualities of the coastal areas as a public resource and making sure that development is designed to protect public views to and along the ocean and scenic coastal areas (refer to Table 5.1-1 for a complete outline of the relevant policy language).

San Diego Municipal Code

The site is located within the Coastal Overlay Zone (Section 132.0401 et seq. of the SDMC), which was adopted by the City to protect and enhance the quality of public access and coastal resources. In addition to the requirements to which the project would otherwise be subject, it must meet certain requirements pertaining to the protection of existing or potential public views. Specifically, if there is an existing or potential public view between the ocean and the first public roadway, views to the ocean must be preserved, enhanced or restored by deed restricting required side yard setback areas to *cumulatively form functional view corridors, thereby preventing a walled effect from authorized development*, even if the site is not designated in the applicable land use plan as a public view to be protected. According to the SDMC, North Torrey Pines Road is the first public roadway paralleling the ocean in the project vicinity (refer to Map No. C-720 in the SDMC). As noted above under *Existing Views*, there is no view of the ocean from North Torrey Pines Road in the vicinity of the project site.

The maximum allowable "structure height" on the project site is currently regulated by the development regulations of the underlying zone (RS-1-7). "Structure height" is defined under section 113.0103 of the SDMC and is calculated in accordance with SDMC section 113.0270. In accordance with the SDMC regulations, the maximum 30-foot height limit of the RS-1-7 zone is measured as the vertical distance between all points on top of a structure or any of its appurtenances and the grade directly below. Within this context, grade is defined as the lower of existing or proposed grade. Thus, the maximum "structure height" regulations establish the upper limits of a building as an imaginary plane that is parallel to the lowest of existing or proposed grade. A deviation from the development regulations of the underlying zone, including the "maximum structure" height limitations, may be requested through a Planned Development Permit [see SDMC section 143.0410(a)].

Proposed structures are also subject to the maximum 30-foot height provisions of the Coastal Height Limit Overlay Zone (refer to SDMC Section 132.0501 et seq. and Map No C-380). In this instance, the datum for height measurement purposes is defined as the lowest point of elevation of the finished grade of the ground between the exterior wall of a building and a point 5 feet from the exterior wall. This measurement includes specific provisions for the height of a stepped or terraced building as

described in the City's Building Newsletter 2-2: Determination of Building Height. Per the newsletter, the 30-foot structure height limit may be increased by an amount equal to the grade differential of the area delineated by drawing a 5-foot buffer around the footprint of a proposed building. The height increase may not exceed 10 feet. A deviation from the provisions of the Coastal Height Limit Overlay Zone requires a majority vote by the City of San Diego voters.

5.2.2 Impacts

Significance Criteria

As noted in the Preface to this Final EIR, the applicant has decided to eliminate the employee daycare facility and temporary housing quarters from the proposed Salk Institute Master Plan. Although no longer a part of the proposed project, the environmental analyses of these components remain in the EIR because their removal from the master Plan has little bearing on the conclusions reached in this Section.

Table 5.2-2 lists the significance criteria for views, visual quality, neighborhood character, landform alteration and light/glare from the City of San Diego Significance Thresholds (2004b).

Table 5.2-2 VISUAL QUALITY/NEIGHBORHOOD CHARACTER SIGNIFICANCE CRITERIA	
Views	
<ul style="list-style-type: none"> • The project would substantially block a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the LCP. Minor view blockages would not be considered to meet this condition. In order to determine whether this condition has been met, consider the level of effort required by the viewer to retain the view. • The project would cause substantial view blockage of a public resource (such as the ocean) that is considered significant by the applicable community plan. Unless the project is moderate to large in scale, then the next two significance criteria would typically have to be met for the blockage to be considered substantial. • The project exceeds the allowed height or bulk regulations, and this excess results in a substantial view blockage. • The project would have a cumulative effect by opening up a new area for development, which will ultimately cause "extensive" view blockage. (Cumulative effects are usually considered significant for a community plan analysis but not necessarily for individual projects. Project level mitigation should be identified at the community level.) View blockage would be considered "extensive" when the overall scenic quality of a visual resource is changed; for example, from an essentially natural view to a largely manufactured appearance. • The project exceeds the allowed height or bulk regulations and existing patterns of development in the surrounding area by a significant margin. 	

Table 5.2-2 (cont.)
**VISUAL QUALITY/NEIGHBORHOOD CHARACTER
 SIGNIFICANCE CRITERIA**

Views (cont.)

- The project would have an architectural style or use building materials in stark contrast to adjacent development, where the adjacent development follows a single or common architectural theme (e.g., Gaslamp Quarter, Old Town).
- The project would result in the physical loss, isolation or degradation of a community identification symbol, or landmark (e.g., a stand of trees, coastal bluff, historic landmark), which is identified in the General Plan, applicable community plan or coastal program.
- The project is located in a highly visible area (e.g., on a canyon edge, hilltop or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive bulk, signage, or architectural projections.
- The project would have a cumulative effect by opening up a new area for development or changing the overall character of the area (e.g., rural to urban, single-family to multi-family).
- The project would create a cluttered or distracting appearance and would substantially conflict with City codes.
- The project would significantly conflict with the height, bulk or coverage regulations of the zone and does not provide architectural interest.
- The project includes crib, retaining or noise walls greater than six feet in height and 50 feet in length with minimal landscape screening or berming where the walls would be visible to the public.
- The project is large and would result in an exceedingly monotonous visual environment.

Development Features

- The project would create a disorganized appearance and would substantially conflict with City codes.
- The project significantly conflicts with the height, bulk or coverage regulations of the zone and does not provide architectural interest
- The project includes crib, retaining or noise walls greater than six feet in height and 50 feet in length with minimal landscape screening or berming where the walls would be visible to the public.
- The project is large and would result in an exceedingly monotonous visual environment
- The project includes a shoreline protection device in a scenic, high public use area, unless the adjacent bluff areas are similarly protected.

Table 5.2-2 (cont.)
**VISUAL QUALITY/NEIGHBORHOOD CHARACTER
 SIGNIFICANCE CRITERIA**

Landform Alteration

The project would alter more than 2,000 cubic yards of earth per graded acre by either excavation or fill. Grading of a smaller amount may still be considered significant in highly scenic or environmentally sensitive areas. Excavations for garages and basements are not typically held to this threshold. In addition, one or more of the following three conditions must apply to meet this significance threshold:

- The project would disturb steep hillsides in excess of the encroachment allowances of the Environmentally Sensitive Lands regulations.
- The project would create manufactured slopes higher than ten feet or steeper than 2:1 (50 percent).
- The project would result in a change in elevation of steep hillsides as defined by the SDMC Section 113.0103 from existing grade to proposed grade of more than five feet by either excavation or fill, unless the area over which excavation or fill would exceed five feet is only isolated points over the site. (A continuous elevation change of five feet may be noticeable in relation to surrounding areas. In addition, such a change may require retaining walls and other features to stabilize slopes, potentially resulting in a manufactured appearance.)
- The project design includes mass terracing of natural slopes with cut or fill slopes in order to construct flat-pad structures.

The above conditions may not be considered significant if one or more of the following apply:

- The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed landforms will very closely imitate the existing on-site landform and/or the undisturbed, pre-existing surrounding neighborhood landforms. This may be achieved through "naturalized" variable slopes.
- The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed slopes follow the natural existing landform and at no point vary substantially from the natural landform elevations.
- The proposed excavation or fill is necessary to permit installation of alternative design features such as step-down or detached buildings, non-typical roadway or parking lot designs and alternative retaining wall designs which reduce the project's overall grading requirements.

Table 5.2-2 (cont.)
VISUAL QUALITY/NEIGHBORHOOD CHARACTER
SIGNIFICANCE CRITERIA

Light and Glare

- The project would be moderate to large in scale, more than 50 percent of any single elevation of a building exterior is built with material with a light reflectivity greater than 30 percent and the project is adjacent to a major public roadway or public area.
- The project would shed substantial light onto adjacent light-sensitive property or land use or would emit a substantial amount of ambient light into the nighttime sky. Uses considered sensitive to nighttime light include, but are not limited to, residential, some commercial and industrial uses and natural areas.

Source: City of San Diego 2004b.

Issue 1: Would the proposal result in a substantial obstruction of any vista or scenic view from a public viewing area as identified in the community plan?

The proposed project would primarily construct new above-ground buildings in three discrete locations on the project site: the eastern parking lot, northwestern parking lot and south mesa as described in Section 3.0, *Project Description*. The Torrey East Building would be placed on the east mesa parking lot, the Salk Community Center Building would be placed on the north mesa parking lot and the daycare facility and temporary housing would be constructed on the south mesa. The north lawn core facility and storage area would be constructed in a basement configuration (i.e., below grade in the north lawn) and covered with turf. In addition, three small greenhouse structures would be constructed along Salk Institute Road near the southern property boundary. In developing the proposed project, the Institute would demolish two surface parking lots, three temporary structures and one greenhouse that were originally constructed in the 1970s as temporary space for the campus. The proposed project would not open up a new area for development since part of the site is already developed, the property is located at the western edge of urban development and the land is surrounded by developed land and City-designated open space.

The proposed buildings would be constructed using building materials similar to those that exist on site. With the proposed Master PDP in place, the proposed buildings would adhere to the height, bulk and scale regulations of the SDMC, and most structures would rise no higher than 30 feet above finished grade (per SDMC Section 113.0270) as required in the Coastal Height Limit Overlay Zone (see further discussion under Issue 3). A deviation from the structure height regulations of the SDMC would have to be granted via Master PDP approval for the Salk Community Center as discussed under Issue 3. Proposed grading would not substantially change the natural topography as discussed under Issue 6.

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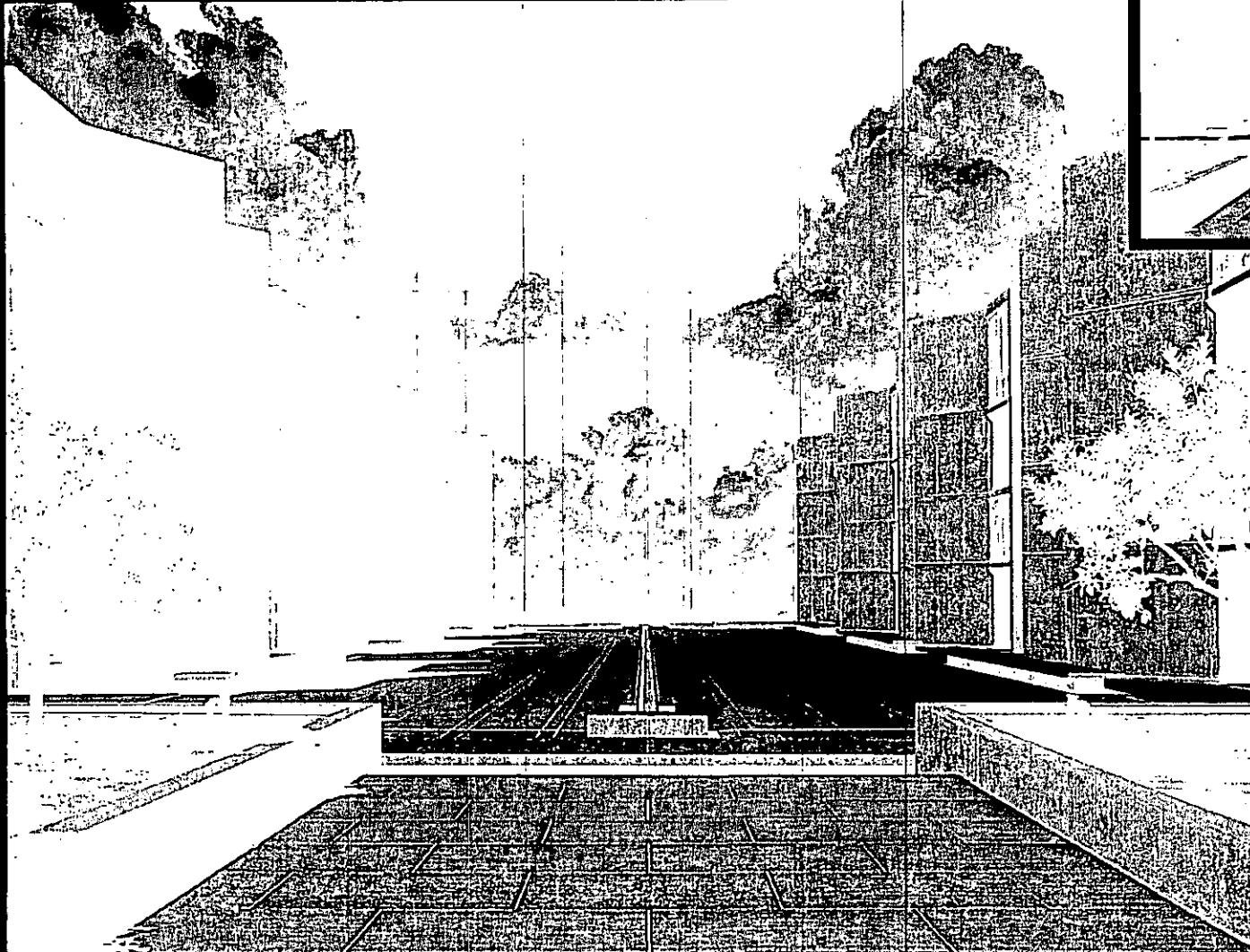
As noted above, under Existing Conditions, there are no Community Plan or North City LCP-identified designated vistas or scenic views in the vicinity of the project site; despite this, policy language in both documents and in the California Coastal Act requires the preservation of views of the ocean and scenic coastal resources from public roadways and parklands. Conversely, the *La Jolla Community Plan* does identify a west-facing view of the Pacific Ocean from a public trail leading from Blackhorse Farms to Box Canyon. However, Torrey Pines Scenic Drive has not been designated a scenic route and no views to the ocean or scenic coastal resources exist from the segment of North Torrey Pines Road adjacent to the proposed project. Because no designated view corridors exist in the applicable planning documents, no impacts to such views are assessed. No impacts to the designated view corridor in the *La Jolla Community Plan* would occur since it is west-facing (away from the project site) toward the Pacific Ocean (Figure 5.2-13). In addition, the structures proposed west of the original laboratory building would not be visible from the eastern end of the courtyard, a view that is recognized in the historical designation of the property as discussed in Section 5.4, *Historical Resources*, of this report (see Figure 5.2-23a, *Proposed View: Framed Courtyard View*). Although one of the structures proposed west of the original laboratory building would be visible from the western end of the courtyard (the Salk Community Center Building), this is not a protected or historically designated view, and the currently proposed structure is less visible than the Kahn-proposed meeting center would have been (see Figure 5.2-23b, *Proposed View: From Western End of Courtyard*).

Of the 16 potential view locations identified in the project area that are described in Section 5.2.1 of this report, only seven have the potential to be impacted by the proposed project and visual simulations were prepared to illustrate potential project effects upon those views (refer to Figure 5.2-1, *Potential View Locations*, for the locations of impacted views). In general, the rationale for determining which potential views could be impacted was based on the degree to which an existing view of the Pacific Ocean would be affected by the proposed project and the viewers' ability to retain views of the ocean and scenic coastal resources with the proposed project in place. As noted above, the Pacific Ocean is the primary public resource recognized in the policy language of the General Plan, the Urban Design Element of the Community Plan and the public access portion of the North City LCP (see Table 5.1-1). Views of the ocean that could be affected by the proposed project include: public views from roadways and public views from trails in the project area. Potential project impacts to both types of views are addressed below, as well as the rationale for why other views would be not affected by the proposed project. It should be noted that (as discussed below), neither the Community Plan nor the North City LCP identify any public viewsheds in the vicinity of the project site; however, both plans require preservation of views from public roadways and parklands and the North City LCP and Coastal Act require protection of views to and along the ocean and scenic coastal areas.

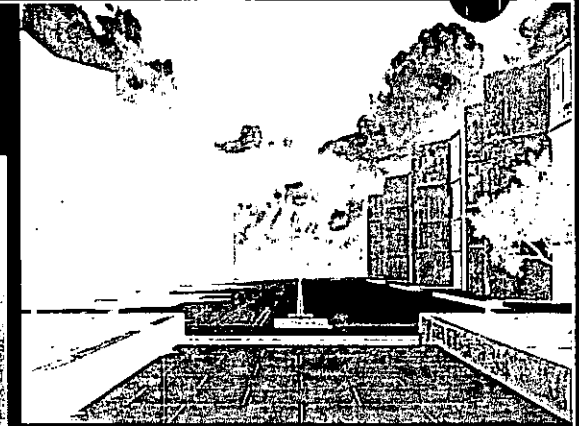
Public Roads

Development of the Torrey East Building on the eastern parking lot would modify views of the Institute property from North Torrey Pines Road. As shown in Figures 5.2-24, *Proposed View: North*

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Proposed View



Existing View

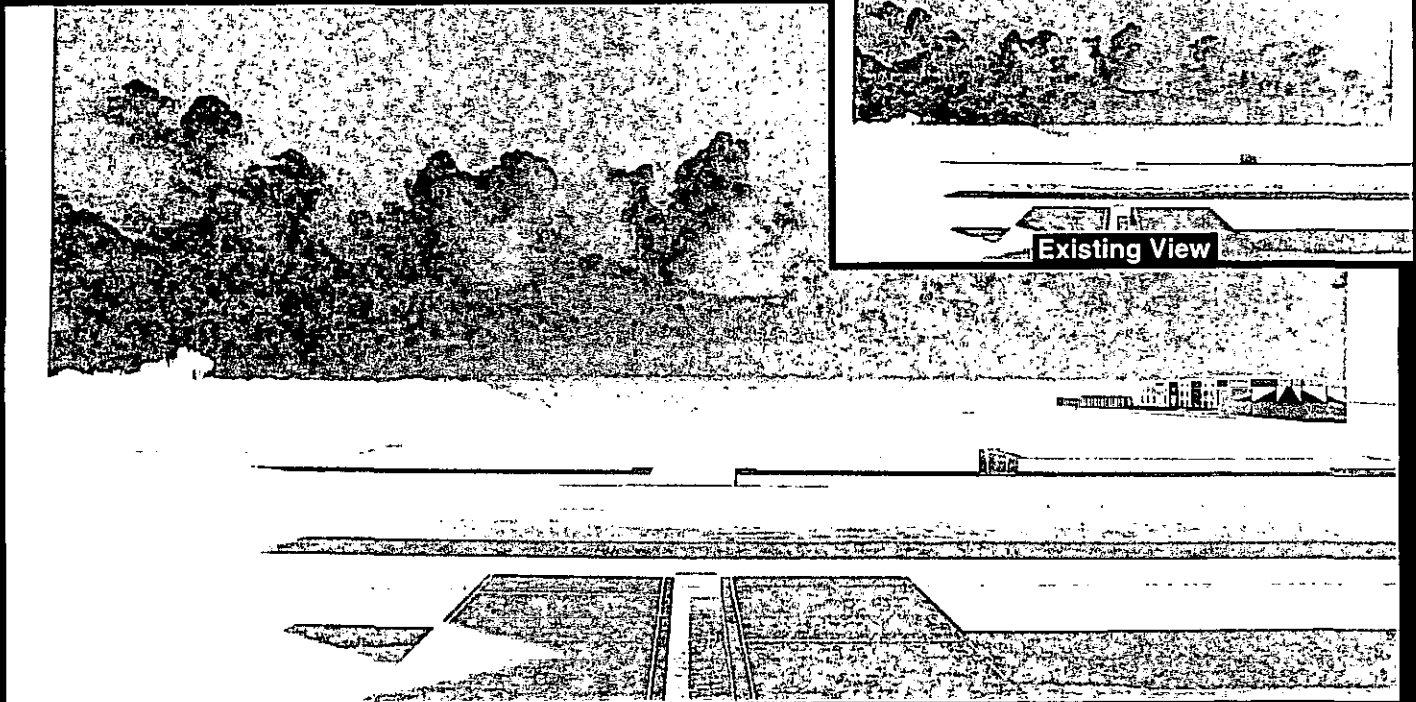
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Proposed View: Framed Courtyard View

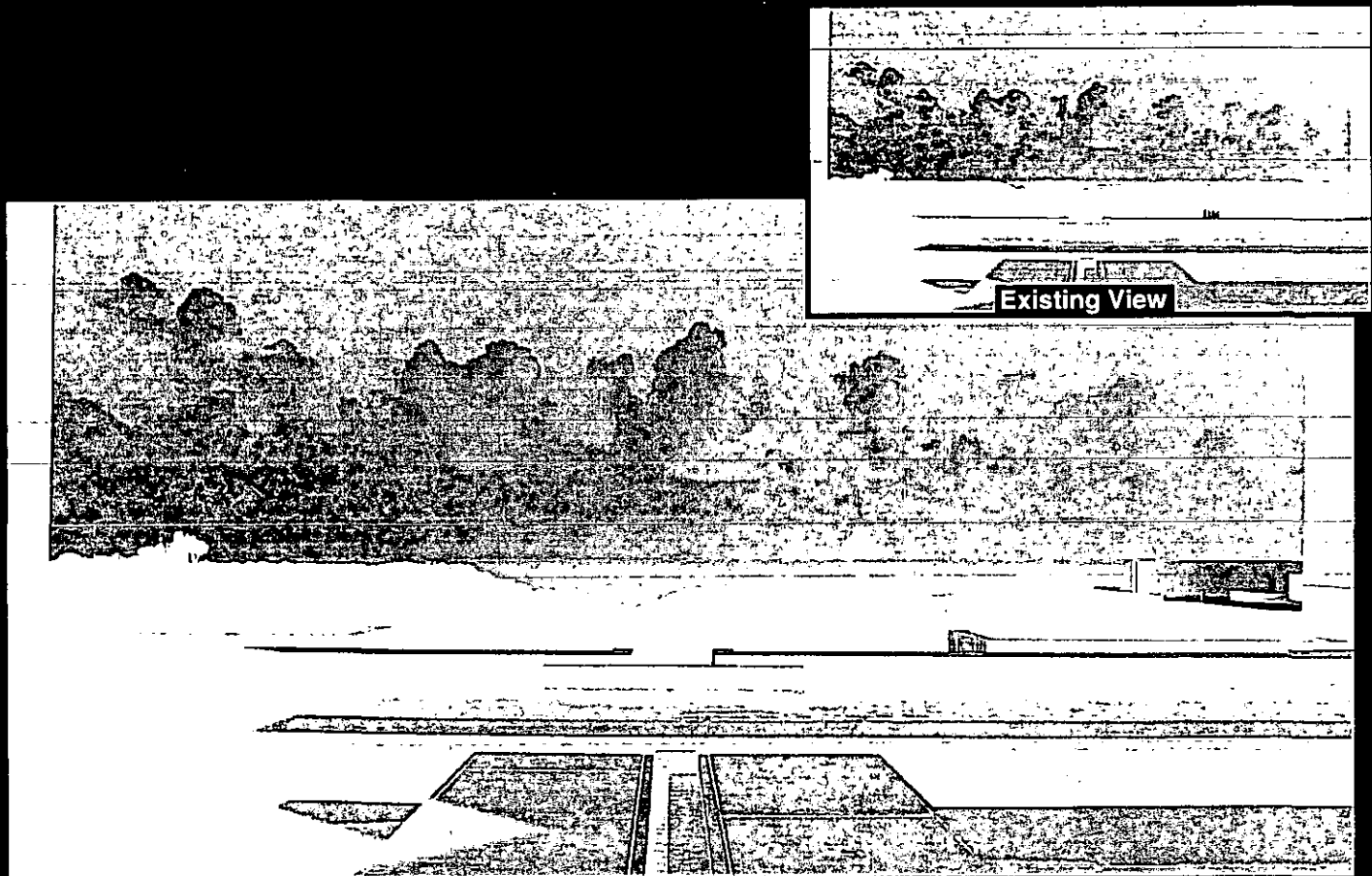
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Figure 5.2-23a

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1961 Master Plan View



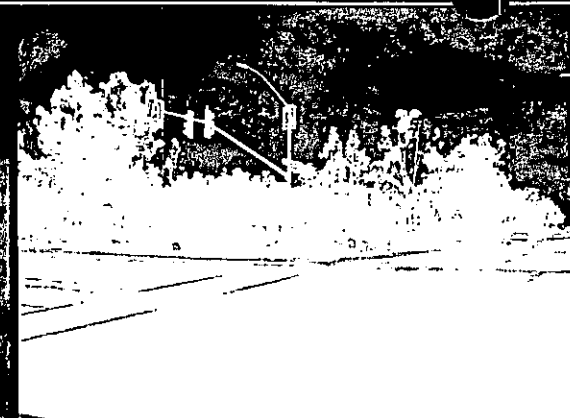
Proposed Master Plan View

Proposed View: From Western End of Courtyard

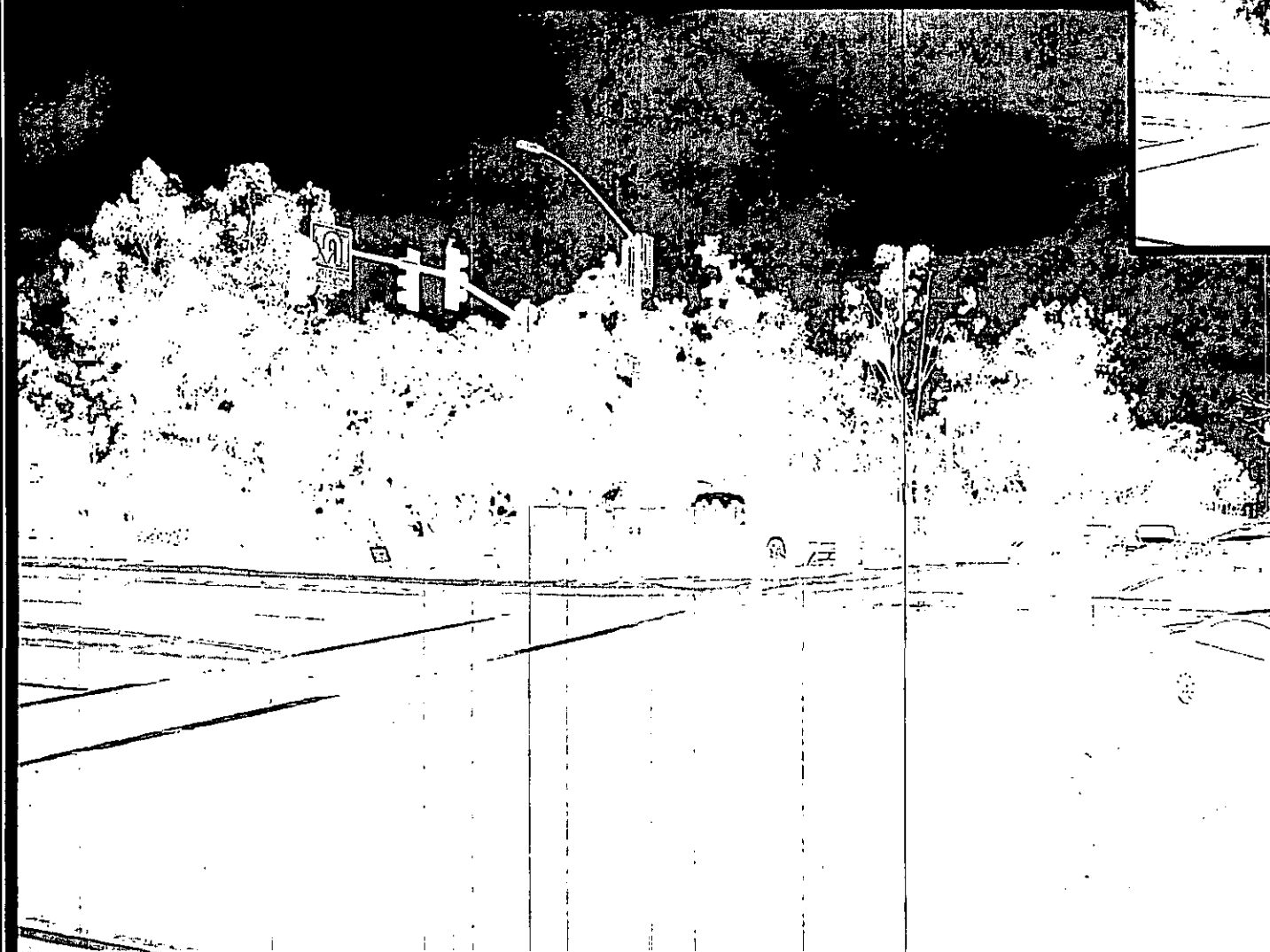
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Figure 5.2-23b

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Existing View



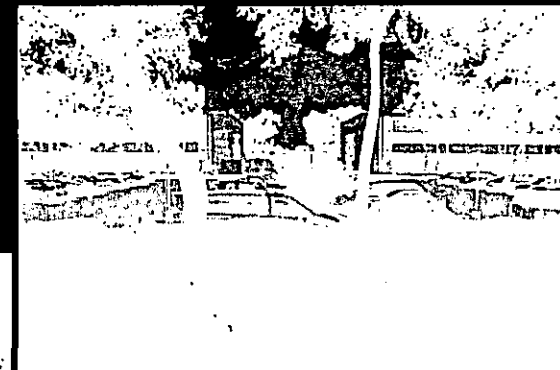
Proposed View

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Proposed View: North Torrey Pines Road

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Figure 5.2-24



Existing View



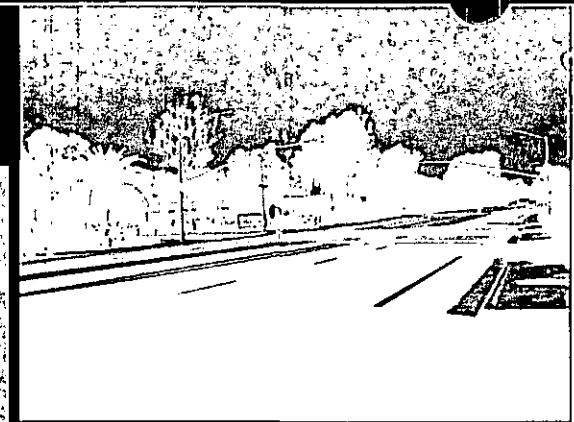
Proposed View

Proposed View: North Torrey Pines Road

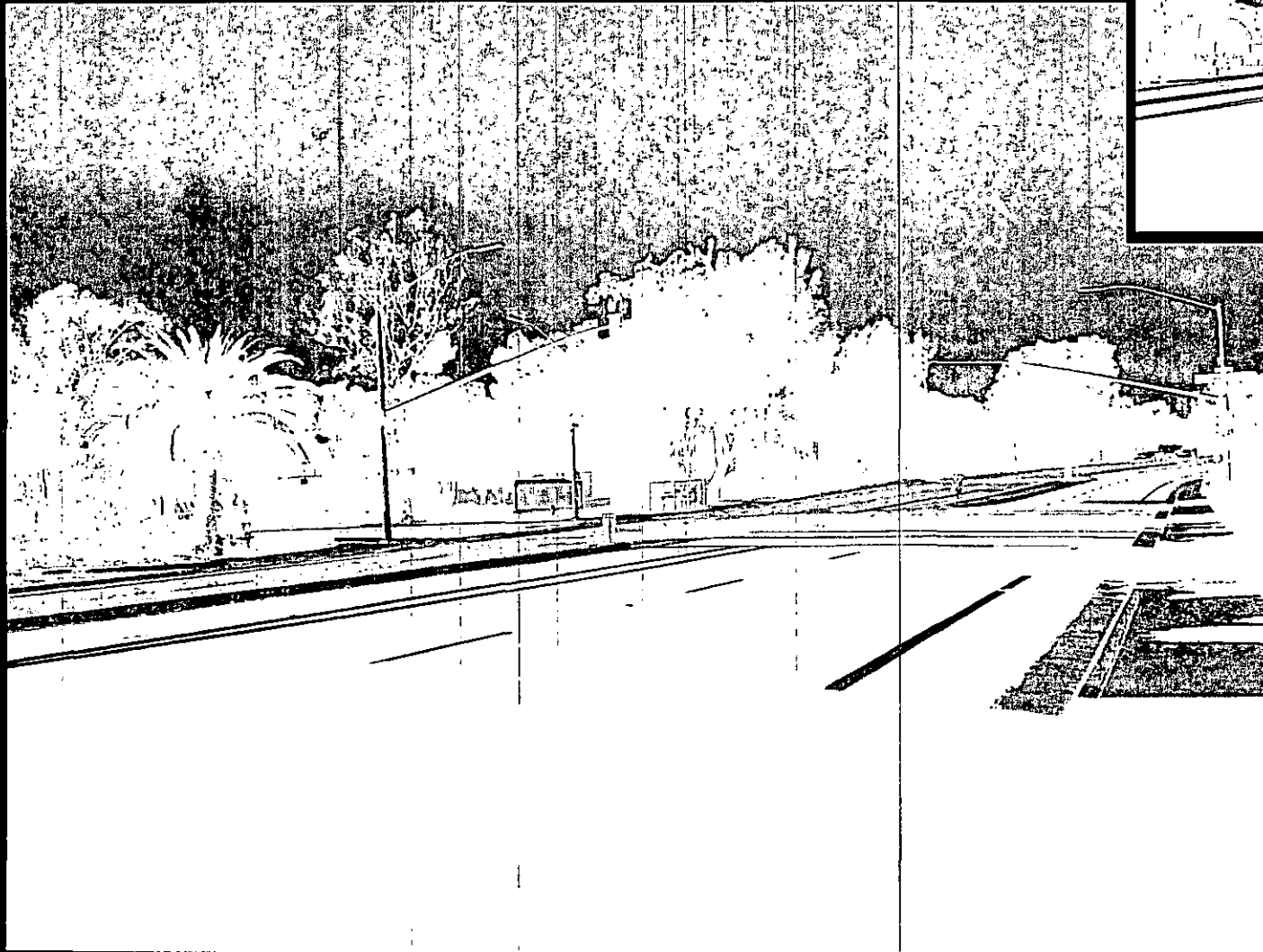
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Figure 5.2-25

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Existing View



Proposed View

Proposed View: North Torrey Pines Road

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Figure 5.2-26